

SENATE.

THURSDAY, May 17, 1900.

Prayer by the Chaplain, Rev. W. H. MILBURN, D. D.

The Secretary proceeded to read the Journal of yesterday's proceedings, when, on request of Mr. KEAN, and by unanimous consent, the further reading was dispensed with.

The PRESIDENT pro tempore. Without objection, the Journal will stand approved.

SCHEINE GLUCKMANN.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of the Treasury, transmitting an estimate of appropriation to refund to the collector of customs at New York, N. Y., for payment by him to the person or persons entitled to receive the same, the sum of \$50, being the amount of a fine imposed in the case of Scheine Gluckmann, a passenger on the Hamburg-American steamer *Palatia*, etc.; which was referred to the Committee on Appropriations, and ordered to be printed.

APPROPRIATIONS FOR ORDNANCE DEPARTMENT.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of War, relative to an estimate of an appropriation for the Ordnance Department of the Army of \$92,680 for material, power lathes, machinists' tools, and tools and implements for the use of battery mechanics, and for such repairs to guns and carriages at the fortifications as can not be made at the post, etc.; which was referred to the Committee on Appropriations, and ordered to be printed.

ROCK ISLAND ARSENAL.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of War, relative to an estimate of the Chief of Ordnance, United States Army, for an appropriation of \$97,000 for repairs of wing dam of Rock Island Arsenal water power, etc.; which was referred to the Committee on Appropriations, and ordered to be printed.

COAST ARTILLERY TARGET PRACTICE.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of War, relative to an estimate of the Chief of Ordnance, United States Army, of an appropriation of \$212,000 for subcaliber tubes, fittings, and ammunition for coast artillery target practice, etc.; which was referred to the Committee on Appropriations, and ordered to be printed.

M'LEOD BROTHERS.

The PRESIDENT pro tempore laid before the Senate a communication from the Interstate Commerce Commission, transmitting, in response to a resolution of the 15th instant, a statement of the facts in the case of McLeod Brothers, of Marietta, Kans., which was investigated by order of the Commission; which, on motion of Mr. HARRIS, was referred to the Committee on Interstate Commerce, and ordered to be printed.

REPORT ON TRANSPORTATION.

The PRESIDENT pro tempore laid before the Senate a communication from the Industrial Commission, transmitting a preliminary report on the subject of transportation, prepared in conformity with the act of Congress of June 18, 1898; which, with the accompanying paper, was referred to the Committee on Printing.

NOTES ON THE SPANISH-AMERICAN WAR.

The PRESIDENT pro tempore laid before the Senate the amendments of the House of Representatives to the concurrent resolution of the Senate for printing copies of Notes on the Spanish-American War, Office of Naval Intelligence, Navy Department.

The amendments of the House were as follows:

In line 2, after the word "printed," insert "and bound."
In line 2, in place of "four thousand five hundred," insert "three thousand five hundred."
In line 6 strike out "one thousand five hundred" and insert "one thousand."
In line 7 strike out "two thousand five hundred" and insert "two thousand."

So as to make the concurrent resolution read:

Resolved by the Senate (the House of Representatives concurring), That there shall be printed and bound 3,500 copies of Notes on the Spanish-American War, Office of Naval Intelligence, Navy Department, with accompanying papers and documents, of which 1,000 copies shall be for the use of the Senate, 2,000 copies for the use of the House of Representatives, and 500 copies for the use of the Navy Department.

Mr. PLATT of New York. I am authorized by the Committee on Printing to move that the Senate concur in the amendments of the House.

The motion was agreed to.

DISTRICT OF COLUMBIA APPROPRIATION BILL.

The PRESIDENT pro tempore laid before the Senate the action of the House of Representatives disagreeing to the report of the committee of conference on the bill (H. R. 9139) making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1901, and for other purposes, further insisting on its disagreement to the amendments of the Senate, and asking a further conference with the Senate on the disagreeing votes of the two Houses thereon.

Mr. ALLISON. I move that the Senate still further insist upon its amendments and agree to the further conference asked by the House.

The motion was agreed to.

By unanimous consent, the President pro tempore was authorized to appoint the conferees on the part of the Senate at the further conference; and Mr. ALLISON, Mr. SEWELL, and Mr. COKKRELL were appointed.

NAVAL APPROPRIATION BILL.

The PRESIDENT pro tempore laid before the Senate the action of the House of Representatives disagreeing to the amendments of the Senate to the bill (H. R. 10450) making appropriations for the naval service for the fiscal year ending June 30, 1901, and for other purposes, and requesting a conference with the Senate on the disagreeing votes of the two Houses thereon.

Mr. HALE. I move that the Senate insist on its amendments and agree to the conference asked by the House.

The motion was agreed to.

By unanimous consent, the President pro tempore was authorized to appoint the conferees on the part of the Senate; and Mr. HALE, Mr. PERKINS, and Mr. TILLMAN were appointed.

ENROLLED BILL SIGNED.

The PRESIDENT pro tempore announced his signature to the enrolled bill (H. R. 2465) to grant an honorable discharge to George W. Shank, which had previously been signed by the Speaker of the House of Representatives.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. W. J. BROWNING, its Chief Clerk, announced that the House had passed with amendments the bill (S. 2931) to incorporate the American National Red Cross, and for other purposes; in which it requested the concurrence of the Senate.

The message also announced that the House had passed the following bill and joint resolution; in which it requested the concurrence of the Senate:

A bill (H. R. 11081) to provide for the holding of a term of the circuit and district courts of the United States at Superior, Wis.; and

A joint resolution (H. J. Res. 255) to print the reports of the American Historical Association.

ENROLLED BILLS SIGNED.

The message further announced that the Speaker of the House had signed the following enrolled bills; and they were thereupon signed by the President pro tempore:

A bill (H. R. 2757) to authorize the purchase of certain lands in the district of Alaska; and

A bill (H. R. 3334) to amend section 3005 of the Revised Statutes of the United States.

PETITIONS AND MEMORIALS.

Mr. PRITCHARD presented a petition of the Southern Cotton Spinners' Association, praying for the enactment of legislation providing for the appointment of a commission to investigate and report upon the commercial, industrial, and economic conditions in China, Japan, and other Asiatic countries; which was ordered to lie on the table.

Mr. GALLINGER. I present resolutions adopted by the Southern Cotton Spinners' Association of Charlotte, N. C., at their annual convention held on the 10th and 11th of May, in which they urge the passage of the bill providing for the appointment of a commission to investigate and report upon the commercial, industrial, and economic conditions of China, Japan, and other eastern Asiatic countries for the purpose of the further development of American trade in those lands. As the bill has been passed by the Senate, I move that the resolutions lie on the table.

The motion was agreed to.

Mr. CULLOM presented a petition of sundry citizens of Moccasin, Ill., praying that the charge of desertion be removed from the name of George R. Spore, late private in Company K, Fifty-ninth Regiment Illinois Volunteers; which was referred to the Committee on Military Affairs.

Mr. BUTLER. I present a petition, in the form of a resolution,

adopted by the Board of Trade of Asheville, N. C., praying for the passage of Senate bill No. 1439, to enlarge the powers of the Interstate Commerce Commission. The resolution is short, and I ask that it be printed in the RECORD and referred to the Committee on Interstate Commerce.

There being no objection, the resolution was referred to the Committee on Interstate Commerce, and ordered to be printed in the RECORD, as follows:

Resolution adopted by the Asheville Board of Trade.

Whereas the decisions of the United States Supreme Court have limited the powers of the Interstate Commerce Commission to a judicial determination of facts relative to interstate freight and passenger rates; and

Whereas the said decisions have operated to defeat the purposes sought to be accomplished through the interstate-commerce act; and

Whereas legislative power and the right to examine documents of public and quasi public corporations and to require officers of such corporations to testify are indispensably requisite and necessary to clothe the Interstate Commerce Commission with plenary powers in the premises:

Resolved, That our Senators and Representatives in Congress be, and they are hereby, requested to employ every means to secure the passage of Senate bill No. 1439, or some other measure equally as effective in enlarging the powers of the Interstate Commerce Commission in the way and manner indicated.

Mr. FORAKER presented a petition of the transportation committee of the Chamber of Commerce of Cincinnati, Ohio, praying for the adoption of certain amendments to the interstate-commerce law; which was referred to the Committee on Interstate Commerce.

Mr. BARD presented a petition of the Farm and Home Improvement Society, of Escondido, Cal., praying for the enactment of legislation providing for the preservation and reclamation of the arid public domain by the construction of storage reservoirs and irrigation works; which was referred to the Committee on Public Lands.

He also presented a petition of the Chamber of Commerce of Los Angeles, Cal., praying that an increase be made in the appropriation for the hydraulic branch of the United States Geological Survey; which was referred to the Committee on Appropriations.

Mr. GEAR presented a petition of the Christian Endeavor Union of Salem, Iowa, praying for the enactment of legislation to prohibit the sale of intoxicating liquors in the Army, and in all public buildings and grounds; which was referred to the Committee on Military Affairs.

REPORTS OF COMMITTEES.

Mr. PLATT of New York, from the Committee on Printing, to whom was referred the bill (S. 3181) to amend the act relating to the public printing and binding and the distribution of public documents, and for other purposes, reported it with amendments, and submitted a report thereon.

Mr. PETTUS, from the Committee on Military Affairs, to whom was referred the bill (S. 4044) to provide for the appointment of dental surgeons for service in the United States Army, reported it with an amendment.

Mr. CULLOM, from the Committee on Interstate Commerce, to whom was referred the bill (H. R. 6634) to enlarge the powers of the Department of Agriculture, prohibit the transportation by interstate commerce of game killed in violation of local laws, and for other purposes, reported it without amendment.

Mr. KYLE, from the Committee on Forest Reservations and the Protection of Game, to whom was referred the bill (H. R. 6063) to amend chapter 2 of the laws passed by the first session of the Fifty-fifth Congress of the United States, being an act entitled "An act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1898, and for other purposes," approved June 4, 1897, reported it with an amendment.

Mr. SHOUP, from the Committee on Military Affairs, to whom was referred the amendment submitted by Mr. PENROSE on the 9th instant, authorizing the Secretary of the Treasury to reexamine and reaudit the claim of the State of Pennsylvania for money expended in aid of the suppression of the war of the rebellion, intended to be proposed to the sundry civil appropriation bill, submitted a favorable report thereon, and moved that it be referred to the Committee on Appropriations and printed; which was agreed to.

Mr. GALLINGER, from the Committee on Pensions, to whom was referred the bill (S. 4688) granting an increase of pension to James U. Childs, reported it with amendments, and submitted a report thereon.

Mr. McMILLAN, from the Committee on Commerce, reported an amendment proposing to appropriate \$150,000 for a resurvey of the Great Lakes to be made under the direction of the Secretary of War and supervision of the Chief of Engineers of the Army, intended to be proposed to the sundry civil appropriation bill, and moved that it be referred to the Committee on Appropriations and printed; which was agreed to.

He also, from the same committee, reported an amendment proposing to appropriate \$6,000 for lighting ship channels in cases where the interests of safe navigation may require, intended to

be proposed to the sundry civil appropriation bill, and moved that it be referred to the Committee on Appropriations and printed; which was agreed to.

Mr. BATE, from the Committee on Military Affairs, to whom was referred the amendment submitted by Mr. MALLORY on the 10th instant, proposing to appropriate \$30,000 for completing the improvement of the military roadway from Pensacola, Fla., to the national cemetery near that city, intended to be proposed to the sundry civil appropriation bill, reported favorably thereon, and moved that it be referred to the Committee on Appropriations and printed; which was agreed to.

Mr. SEWELL, from the Committee on Military Affairs, to whom was referred the bill (S. 3489) authorizing and empowering the Secretary of War to grant the right of way for and the right to operate and maintain a line of railroad through the Fort Ontario Military Reservation, in the State of New York, to the Oswego and Rome Railroad Company, reported it without amendment, and submitted a report thereon.

COPYRIGHT LAWS.

Mr. PLATT of New York. I am directed by the Committee on Printing to report a resolution, and I ask for its present consideration.

The resolution was read, as follows:

Resolved by the Senate, That there be printed of the document relating to copyrights submitted by the Librarian of Congress 3,000 copies, of which number 500 shall be for the use of the Senate, 1,000 for the use of the House of Representatives, and 1,500 for the use of the Library of Congress, said documents to be bound in cloth.

The Senate, by unanimous consent, proceeded to consider the resolution.

Mr. HALE. Mr. President, I do not object to the resolution, but I wish to call attention to what is a practice about printing that is entirely opposed to what formerly was done with resolutions of this kind. Ordinarily, when public documents were ordered printed in a former day, if, for instance, 10,000 copies were to be printed 2,500 would be given to the Senate and 5,000 to the House, and 2,500 to the Department or bureau. The practice has gradually grown up of reversing all this and giving only a small number to the Senate, about twice as many to the House, and the large proportion of the copies that are authorized to the Department or bureau.

Mr. PLATT of New York. I have not discovered any such principle in the recommendations that have been made heretofore.

Mr. HALE. The reason why I call attention to it now is because this very resolution which the Senator has reported gives 500 to the Senate, 1,000 to the House, and 1,500, as much as both Houses get, to the Library.

Mr. PLATT of New York. This is a peculiar case.

Mr. HALE. I am not reproaching the Senator. I had that experience when I had the honor to be chairman of the committee, and I know the Senator from Missouri [Mr. COCKRELL], who is not in his seat now, called attention to the growing practice and it had to be stopped. I have seen half a dozen resolutions go through within the last few weeks. Of course if the bureaus and Departments send the resolutions up—and they do: they did it in my day—if they are allowed they will get the distribution of most of the documents, and what is intended to be the distribution by Congress will gradually be destroyed.

I do not find fault with the Senator, because, as I say, I went through the same mill myself, and I found that I was reporting resolutions when I ought not to do so. I hope the Senator in future will bear this in mind and not, when a public document is to be distributed (I do not say this one, because this is a peculiar case), let the distribution by the two Houses be curtailed for the benefit of the bureaus and Departments.

Mr. PLATT of New York. The committee will regard the admonition of the Senator from Maine.

Mr. HALE. I hope so.

The resolution was agreed to.

COLONIES, DEPENDENCIES, ETC.

Mr. PLATT of New York. I am directed by the Committee on Printing, to whom was referred the resolution submitted by the Senator from Massachusetts [Mr. LODGE] on the 12th instant, to report it with an amendment, and I ask for its present consideration.

The Senate, by unanimous consent, proceeded to consider the resolution, which was read, as follows:

Resolved, That in addition to the number of copies ordered to be printed of the document on colonies, dependencies, etc., 500 copies be printed for the use of the Library of Congress.

The amendment of the committee was, in line 4, after the word "Congress," to insert:

Said documents to be bound in paper.

The amendment was agreed to.

Mr. FORAKER. Will the chairman of the committee having it in charge state what document that is? There have been a number of documents in regard to colonies.

Mr. LODGE. I introduced the resolution. It is merely a list of books referring to the subject.

Mr. FORAKER. Oh, very well.

The resolution as amended was agreed to.

LIST OF MAPS.

Mr. PLATT of New York, from the Committee on Printing, reported the following concurrent resolution; which was considered by unanimous consent, and agreed to:

Resolved by the Senate (the House of Representatives concurring). That there be printed of "The list of maps relating to America now in the Library of Congress," as submitted by the Librarian of Congress, 3,500 copies, of which number 1,000 shall be for the use of the Senate, 1,500 for the use of the House of Representatives, and 1,000 for the use of the Library of Congress; said documents to be bound in cloth.

HENRY W. LEE.

Mr. McCUMBER, from the Committee on Indian Affairs, to whom was referred the bill (S. 3499) for the relief of Henry W. Lee, submitted a report thereon, accompanied by the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That the bill (S. 3499) entitled "A bill for the relief of Henry W. Lee," now pending in the Senate, together with all the accompanying papers, be, and the same is hereby, referred to the Court of Claims, in pursuance of the provisions of an act entitled "An act to provide for the bringing of suits against the Government of the United States," approved March 3, 1887. And the said court shall proceed with the same in accordance with the provisions of such act, and report to the Senate in accordance therewith, showing, among other pertinent matter, the value of the services referred to in said bill, if any, which were performed by the said Henry W. Lee, what compensation he has already received therefor, and what balance, if any, is still his due.

ROBERT G. DYHRENFURTH.

Mr. GALLINGER. Mr. President, I am directed by the Committee on Pensions, to whom was referred the bill (S. 4716) granting an increase of pension to Robert G. Dyhrenfurth, to report it with an amendment. This is a bill in behalf of General Dyhrenfurth, a well-known soldier, who is sick in hospital with what is supposed to be an incurable disease. I ask for the immediate consideration of the bill.

The Secretary read the bill; and, by unanimous consent, the Senate, as in Committee of the Whole, proceeded to its consideration.

The amendment of the committee was, in line 6, after the word "late," to insert "captain Company L, Seventeenth Regiment Illinois Volunteer Cavalry, and;" so as to make the bill read:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Robert G. Dyhrenfurth, late captain Company L, Seventeenth Regiment Illinois Volunteer Cavalry, and brevet major, United States Volunteers, and pay him a pension at the rate of \$30 per month in lieu of that he is now receiving.

The amendment was agreed to.

The bill was reported to the Senate as amended, and the amendment was concurred in.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

WILLIAM R. M'FARLAND.

Mr. MASON, from the Committee on Claims, to whom was referred the bill (S. 2982) for the relief of William R. McFarland, reported the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That the bill (S. 2982) entitled "A bill for the relief of William R. McFarland," now pending in the Senate, together with all the accompanying papers, be, and the same is hereby, referred to the Court of Claims, in pursuance of the provisions of an act entitled "An act to provide for the bringing of suits against the Government of the United States," approved March 3, 1887. And the said court shall proceed with the same in accordance with the provisions of such act, and report to the Senate in accordance therewith.

SIOUX CITY AND PACIFIC RAILWAY.

Mr. ALLISON. Mr. President, out of order, I desire to make a suggestion in reference to Senate bill 1291 and House bill 2864. These two bills relate to the matter of the settlement and adjustment with the Sioux City and Pacific Railway Company of its indebtedness to the United States. I ask that the House bill may be taken from the table and substituted on the Calendar for the Senate bill. I call the attention of the Senator from Kansas [Mr. HARRIS] to my request. They are substantially the same bills, I understand. The House bill will then become Order of Business No. 521, and the Senate bill may be indefinitely postponed. I do not ask for consideration this morning except to adjust the two bills so that when I or my colleague shall call up the bill we may have the House bill before us instead of the Senate bill. I trust there will be no objection.

Mr. HARRIS. I merely wish to say that I propose to offer

some amendments to the bill. I have no objection, of course, to the substitution of the House bill for the Senate bill.

Mr. ALLISON. Then I make that request.

The PRESIDENT pro tempore. Will the Senator state the Calendar number of the House bill which he asks may be substituted for the Senate bill?

Mr. ALLISON. I wish to substitute House bill 2864, which passed the House April 11, 1900, and is now No. 23 on the Table Calendar, for Senate bill 1291, Order of Business 521.

The PRESIDENT pro tempore. Without objection, the bill (H. R. 2864) to create a commission to make settlement and adjustment with the Sioux City and Pacific Railroad Company of its indebtedness to the Government of the United States will be substituted on the Calendar in place of the Senate bill.

Mr. ALLISON. I hope the Senate will give me an opportunity to call up this bill at an early day.

The PRESIDENT pro tempore. The bill (S. 1291) authorizing the settlement and adjustment with the Sioux City and Pacific Railway Company of its indebtedness to the United States will be indefinitely postponed.

BILLS INTRODUCED.

Mr. DEPEW introduced a bill (S. 4739) to pay Dr. Walter F. Robinson a salary as contract surgeon in the United States Army, from October 13, 1898, to January 2, 1899; which was read twice by its title, and referred to the Committee on Claims.

Mr. BARD introduced a bill (S. 4740) granting an increase of pension to Alice A. Fitch; which was read twice by its title, and, with the accompanying paper, referred to the Committee on Pensions.

Mr. KYLE introduced a bill (S. 4741) for the relief of the heirs of Margaret Kennedy; which was read twice by its title, and referred to the Committee on Claims.

Mr. MASON introduced a bill (S. 4742) granting an increase of pension to Jesse F. Gates; which was read twice by its title, and referred to the Committee on Pensions.

Mr. McMILLAN introduced a bill (S. 4743) to correct the military record of George A. Winslow; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Military Affairs.

Mr. FORAKER introduced a bill (S. 4744) granting an increase of pension to Orange Sells; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Pensions.

Mr. SULLIVAN introduced a bill (S. 4745) granting an increase of pension to Charles S. Word; which was read twice by its title, and, with the accompanying paper, referred to the Committee on Pensions.

AMENDMENTS TO APPROPRIATION BILLS.

Mr. SPOONER submitted an amendment relative to the construction of a breakwater to fully protect the harbor of Ashland, Wis., intended to be proposed by him to the sundry civil appropriation bill; which was referred to the Committee on Commerce, and ordered to be printed.

Mr. DEPEW submitted amendments proposing to appropriate \$8,130 for a sea wall at the river front at West Point, and \$69,200 for remodeling and improving "the Hotel," West Point, intended to be proposed by him to the Military Academy appropriation bill; which were referred to the Committee on Military Affairs, and ordered to be printed.

Mr. CHANDLER submitted an amendment proposing to appropriate \$50,000 for acquiring land in the square surrounding Fort Constitution, at Newcastle, N. H., to be used for barracks and quarters for troops, intended to be proposed by him to the sundry civil appropriation bill; which was referred to the Committee on Coast Defenses, and ordered to be printed.

Mr. PENROSE submitted an amendment proposing to appropriate \$30,000 for a light and fog signal station on the new breakwater, harbor of refuge, Delaware Bay, intended to be proposed by him to the sundry civil appropriation bill; which was referred to the Committee on Commerce, and ordered to be printed.

He also submitted an amendment authorizing the construction or purchase of a revenue cutter for use at Philadelphia, at a cost not to exceed \$50,000, intended to be proposed by him to the sundry civil appropriation bill; which was referred to the Committee on Commerce, and ordered to be printed.

Mr. DAVIS submitted an amendment proposing to appropriate \$5,000 in partial payment of the claim of Mrs. Rita L. de Ruiz against the Spanish Government for the death of her husband, Dr. Ricardo Ruiz, intended to be proposed by him to the general deficiency appropriation bill; which was referred to the Committee on Appropriations, and ordered to be printed.

Mr. GALLINGER submitted an amendment proposing to appropriate \$750 to pay Dennis M. Kerr for extra services as assistant to the Committee on Pensions, intended to be proposed by him to the general deficiency appropriation bill; which was referred to the Committee on Pensions, and ordered to be printed.

Mr. PENROSE submitted an amendment proposing to appropriate \$2,479.03 to reimburse Theodore J. Arms, assistant paymaster, United States Navy, for his loss by reason of robbery of his safe at the United States naval station, San Juan, Porto Rico, March 10, 1899, etc., intended to be proposed by him to the general deficiency appropriation bill; which was referred to the Committee on Naval Affairs, and ordered to be printed.

Mr. BATE submitted an amendment proposing to appropriate \$2,081.25 to pay to the estate of Hopiahtubby, deceased, the amount of claim allowed as indemnity under treaty with the Choctaws and Chickasaws of 1855, on account of horses stolen by Comanche Indians in 1866, etc., intended to be proposed by him to the general deficiency appropriation bill; which was referred to the Committee on Appropriations, and ordered to be printed.

Mr. HANNA submitted an amendment proposing to appropriate \$327.57 to pay to the Cleveland Steamship Company damages done to the merchant steamer *M. A. Hanna* by the U. S. S. *Michigan* on October 15, 1899, by means of a collision, intended to be proposed by him to the sundry civil appropriation bill; which was ordered to be printed, and, with the accompanying papers, referred to the Committee on Appropriations.

ADDITIONAL POWERS OF INTERSTATE COMMERCE COMMISSION.

Mr. CULLOM submitted the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That 500 copies of the hearings before the Committee on Interstate Commerce upon Senate bill No. 1439 during the present session be printed for the use of the Senate.

UTILIZATION OF SUN POWER.

Mr. KYLE submitted the following resolution; which, with the accompanying document, was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

Resolved, That the chairman of the Committee on Irrigation and Reclamation of Arid Lands is hereby empowered to appoint a subcommittee of three members to investigate the utilization of sun power in the agricultural and mechanical industries as set forth in the inventions of Professor Calver, of the Universal Power Company. The expenses of said investigation shall be paid from the contingent fund of the Senate.

PAYMENT OF STENOGRAPHER.

Mr. SHOUP submitted the following resolution; which was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

Resolved, That the stenographer employed to report the hearings held and to be held by the Committee on Territories on bills referred to that committee be paid from the contingent fund of the Senate.

CASUALTIES AMONG FILIPINOS.

Mr. JONES of Arkansas submitted the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That the Secretary of War be directed to inform the Senate, so far as the information may be in the possession of his Department, the number of Filipinos killed and the number wounded since the breaking out of the present hostilities with them, and also the number of prisoners captured by the United States, and the number now in our possession.

HOUSE BILLS REFERRED.

The joint resolution (H. J. Res. 255) to print the annual reports of the American Historical Association was read twice by its title, and referred to the Committee on Printing.

The bill (H. R. 11081) to provide for the holding of a term of the circuit and district courts of the United States at Superior, Wis., was read twice by its title.

Mr. SPOONER. I ask that the bill may lie upon the table instead of being referred to the Committee on the Judiciary. The Senate has already passed a bill almost identical in terms with the House bill.

The PRESIDENT pro tempore. The bill will lie upon the table at the request of the Senator from Wisconsin.

CIVIL-SERVICE APPOINTMENTS.

Mr. HOAR. I desire to enter a motion to reconsider the vote by which the Senate yesterday passed the bill (S. 283) in reference to the civil service and appointments thereunder, and I ask that it be recommitted to the Committee to Examine the Several Branches of the Civil Service. I am authorized by the majority of the committee to make that request.

The PRESIDENT pro tempore. The Chair is informed that the bill has been sent to the House of Representatives.

Mr. HOAR. Then I move that a message be sent to the House of Representatives requesting the recall of the bill.

The PRESIDENT pro tempore. The Senator from Massachusetts asks that the House of Representatives be requested to return the bill named by him. That order will be made in the absence of objection, and a motion will be entered to reconsider the vote by which the bill was ordered to be engrossed for a third reading, read the third time, and passed.

POST-OFFICE APPROPRIATION BILL.

Mr. WOLCOTT. I move that the Senate proceed to the consideration of the bill (H. R. 10301) making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1901.

The motion was agreed to, and the Senate, as in Committee of the Whole, proceeded to consider the bill, which had been reported from the Committee on Post-Offices and Post-Roads with amendments.

Mr. WOLCOTT. I ask that the formal reading of the bill be dispensed with, and that the amendments of the committee be considered as the bill is read.

The PRESIDENT pro tempore. The Senator from Colorado asks that the formal reading of the bill be dispensed with, that it be read for amendment, and that the amendments of the committee shall receive first consideration. Is there objection? The Chair hears none.

Mr. RAWLINS. Mr. President, I ask the Senator from Colorado to yield to me.

Mr. WOLCOTT. The Senator from Utah has explained the nature of the bill he wishes to have considered. It is one that comes over from yesterday, and the objection which was made to it has been withdrawn. The bill was then read. In this instance I will yield, but after that I shall feel called upon to object to further yielding.

REFUNDING OF INTERNAL-REVENUE TAXES.

Mr. RAWLINS. I ask the Senate to proceed to the consideration of the bill (S. 95) to provide for the refunding of certain moneys illegally assessed and collected in the district of Utah. The bill was read yesterday.

There being no objection, the Senate, as in Committee of the Whole, resumed the consideration of the bill.

The PRESIDENT pro tempore. The bill was read in full to the Senate yesterday, and the amendments of the Committee on Claims were agreed to as in Committee of the Whole.

The bill was reported to the Senate as amended, and the amendments were concurred in.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

CUBAN INVESTIGATION.

Mr. PLATT of Connecticut. Mr. President, I ask the indulgence of the Senator who has charge of the appropriation bill for a moment in order that I may make a statement.

I had intended this morning to call up and submit some observations on the resolution introduced by the Senator from Georgia [Mr. BACON] for the investigation of certain affairs in Cuba, not by way of opposition to the resolution, but in answer to some suggestions which were made in the speech of the Senator from Georgia. However, I can not, of course, interfere with the appropriation bill. I simply desire to state that I shall seek an early opportunity to do so, and to bring the resolution before the Senate for action.

DEPARTMENT OF COMMERCE AND INDUSTRIES.

Mr. NELSON. Will the Senator from Colorado yield to me for a minute?

Mr. WOLCOTT. For what purpose?

Mr. NELSON. I desire to ask consent for the consideration of a bill at a future day.

Mr. WOLCOTT. I do not object to a request for consideration at some future day.

Mr. NELSON. The Committee on Commerce, in obedience to a universal desire, reported unanimously the bill (S. 738) to establish the department of commerce and industries. I ask unanimous consent that that bill may be taken up for consideration next Wednesday at the conclusion of the morning business.

Mr. LODGE. Mr. President, I do not want to make an objection, but I can not agree that that shall be construed as displacing the unfinished business.

The PRESIDENT pro tempore. It would not displace it if taken up immediately after the routine business in the morning hour.

Mr. LODGE. If it is understood that it is subject to the consideration of the unfinished business, I do not object.

The PRESIDENT pro tempore. The Senator from Minnesota asks unanimous consent that the bill known as the department of commerce bill may be considered immediately after the routine business on Wednesday next, not, however, interfering with appropriation bills. Is there objection?

Mr. MORGAN. What bill is that, Mr. President?

The PRESIDENT pro tempore. The department of commerce bill.

Mr. NELSON. It has been unanimously reported from the Committee on Commerce. It will not provoke debate to any extent, I think.

The PRESIDENT pro tempore. Is there objection?

Mr. MORGAN. I wish simply to make an inquiry. Is that the same bill concerning which the Senator from Minnesota made a request yesterday?

Mr. GALLINGER. It is the same bill.

Mr. NELSON. It is the same bill, but I make the request for consideration on a different day.

Mr. MORGAN. I do not think I can consent to that, Mr. President.

The PRESIDENT pro tempore. Objection is made.

AGRICULTURAL APPROPRIATION BILL.

Mr. PROCTOR submitted the following report:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 10538) making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1901, and for other purposes, having met, after full and free conference have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 1, 2, 3, 4, 9, 12, 13, 17, 20, 24, 50, 51, 63, and 72.

That the House recede from its disagreement to the amendments of the Senate numbered 5, 6, 7, 8, 10, 11, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 44, 45, 46, 47, 48, 49, 52, 53, 54, 55, 56, 57, 58, 60, 61, 62, 64, 65, 66, 67, 68, 69, 71, and 74, and agree to the same.

That the House recede from its disagreement to the amendment of the Senate numbered 43, and agree to the same with an amendment as follows: In lieu of the sum proposed insert "\$28,500;" and the Senate agree to the same.

That the House recede from its disagreement to the amendment of the Senate numbered 59, and agree to the same with an amendment as follows: In lieu of the sum proposed insert "\$17,500;" and the Senate agree to the same.

That the House recede from its disagreement to the amendment of the Senate numbered 70, and agree to the same with an amendment as follows: In lieu of the sum proposed insert "\$388,500;" and the Senate agree to the same.

That the House recede from its disagreement to the amendment of the Senate numbered 73, and agree to the same with an amendment as follows: In lieu of the sum proposed insert "\$439,500;" and the Senate agree to the same.

REDFIELD PROCTOR,
FRANCIS E. WARREN,
WILLIAM B. BATE,
Managers on the part of the Senate.
J. W. WADSWORTH,
E. STEVENS HENRY,
JOHN S. WILLIAMS,
Managers on the part of the House.

The report was agreed to.

POST-OFFICE APPROPRIATION BILL.

The Senate, as in Committee of the Whole, resumed the consideration of the bill (H. R. 10301) making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1901.

The Secretary proceeded to read the bill.

The first amendment of the Committee on Post-Offices and Post-Roads was, under the head of "Office of the Postmaster-General," on page 2, line 10, before the word "Provided," to strike out:

For postal service in the newly acquired territory or territory held by military occupation, and for additional transportation to and from said territory, also including postal service for all military camps or stations, to be used in the discretion of the Postmaster-General, \$200,000.

And insert:

For postal service in the newly acquired territory in Porto Rico, the Hawaiian Islands, and the Philippine Islands, or territory held by military occupation, and for additional transportation to and from said territory, also including postal service for all military camps or stations, to be used in the discretion of the Postmaster-General, \$200,000.

The amendment was agreed to.

The next amendment was, on page 2, after line 14, to strike out:

For printing and binding a revised edition of the Postal Laws and Regulations, consisting of not less than 100,000 copies, such edition to be prepared under the direction of the Postmaster-General and printed at the Government Printing Office; and the Postmaster-General may authorize the sale of copies of such edition not needed for the use of the Department to individuals at the cost thereof, and 10 per cent added, the proceeds of such sales to be deposited in the Treasury as part of the postal revenues, \$39,882, to be immediately available: *Provided*, That of this amount the Postmaster-General may pay to the assistant attorney for the Post-Office Department, who has been designated by him to prepare and edit said revised edition outside of office hours, not exceeding the sum of \$1,000 upon the completion of the work.

The amendment was agreed to.

The next amendment was, under the head of "Office of the First Assistant Postmaster-General," on page 3, line 9, after the word "be," to insert "transferred to the appropriation for compensation to clerks in post-offices and made;" so as to make the clause read:

For compensation to postmasters, \$18,000,000. Any portion thereof saved by the consolidation of post-offices under existing law shall be transferred to the appropriation for compensation to clerks in post-offices and made available for the payment of the salaries of superintendents and clerks at stations established in lieu of the post-offices thus discontinued.

The amendment was agreed to.

The next amendment was, on page 3, line 18, after the word "dollars," to strike out "each;" and in line 20, before the word "at," to strike out "thirteen" and insert "fifteen;" so as to make the clause read:

Salary and Allowance Division: For compensation to assistant postmasters at first and second class post-offices: One at \$3,500, 16 at \$3,000 each, 1 at \$2,500, 3 at \$2,000, 8 at \$1,900 each, 15 at \$1,800 each, 30 at \$1,700 each, 60 at \$1,600 each, 80 at \$1,500 each, 46 at \$1,400 each, 124 at \$1,300 each, 235 at \$1,200 each, 219 at \$1,100 each, and 230 at \$1,000 each; in all, for assistant postmasters, \$1,347,700.

The next amendment was, on page 8, line 22, to increase the number of dispatchers, letter distributors, mailing clerks, money-order

clerks, etc., from 122 to 147; and on page 9, line 7, to increase the appropriation for salaries of dispatchers, letter distributors, mailing clerks, money-order clerks, etc., from \$170,800 to \$205,800.

The amendment was agreed to.

The next amendment was, on page 9, line 16, to increase the number of stamp clerks, assistant superintendents money-order division, superintendents money-order division, superintendents of registry, etc., from 66 to 91; and in line 21, to increase the appropriation for the salaries of stamp clerks, assistant superintendents money-order division, superintendents money-order division, superintendents of registry, etc., from \$105,600 to \$145,600.

The amendment was agreed to.

The next amendment was, on page 12, line 5, after the word "hire," to strike out "at summer and winter resort post-offices, and for holiday and election service;" so as to make the clause read:

For temporary clerk hire, \$100,000.

The amendment was agreed to.

The next amendment was, on page 12, line 8, to increase the total appropriation for clerk hire in post-offices from \$12,754,700 to \$12,829,700.

The amendment was agreed to.

The reading of the bill was continued to the end of line 15 on page 13.

Mr. WOLCOTT. On page 13, line 17, there is a further committee amendment, which I will send to the desk and ask to have read.

The PRESIDENT pro tempore. The Senator from Colorado, from the Committee on Post-Offices and Post-Roads, offers an amendment, which will be stated.

The SECRETARY. On page 13, after the word "dollars," in line 18, it is proposed to strike out down to and including line 23, as follows:

Provided, That 5 per cent of the foregoing appropriations for the salary and allowance division of the First Assistant Postmaster-General's bureau may be available interchangeably for expenditures on the objects named, but no one item of the appropriation shall thereby be increased more than 5 per cent.

And to insert:

Provided, That in case the Postmaster-General shall rent canceling machines and motors he shall pay therefor, as annual rental, a sum not exceeding 15 per cent of the cost thereof: *And provided further*, That 5 per cent of the foregoing appropriations for the salary and allowance division of the First Assistant Postmaster-General's bureau may be available interchangeably for expenditures on the objects named, but no one item of the appropriation shall thereby be increased more than 5 per cent.

The amendment was agreed to.

The reading of the bill was resumed. The next amendment of the Committee on Post-Offices and Post-Roads was, on page 14, line 5, after the word "dollars," to strike out:

Provided, That letter carriers may be required to work not exceeding forty-eight hours during the six working days of each week, and such number of hours on Sundays as may be required by the needs of the service; and if a legal holiday shall occur on any working day, the service performed on said day shall be counted as eight hours without regard to the time actually employed. If any letter carrier is employed for a greater number of hours than forty-eight during the working days in any week, he shall be paid extra for the same in proportion to the salary fixed by law.

And insert:

Provided, That letter carriers may be required to work as nearly as practicable only eight hours on each working day, but not in any event exceeding forty-eight hours during the six working days of each week; and such number of hours on Sunday, not exceeding eight, as may be required by the needs of the service; and if a legal holiday shall occur on any working day, the service performed on said day, if less than eight hours, shall be counted as eight hours without regard to the time actually employed.

So as to make the clause read:

For pay of letter carriers in new offices entitled to free-delivery service under existing law, \$60,000: *Provided*, That letter carriers may be required to work as nearly as practicable only eight hours on each working day, but not in any event exceeding forty-eight hours during the six working days of each week; and such number of hours on Sunday, not exceeding eight, as may be required by the needs of the service; and if a legal holiday shall occur on any working day, the service performed on said day, if less than eight hours, shall be counted as eight hours without regard to the time actually employed.

The amendment was agreed to.

The next amendment was, under the head of "Office of the Second Assistant Postmaster-General," on page 17, after line 9, to insert:

For transportation of mail by pneumatic tube, or other similar devices, by purchase or otherwise, \$725,000.

Mr. WOLCOTT. Mr. President, upon this item in the bill there is certain to ensue a great deal of discussion. The committee not being unanimous upon the question, and it being one that will have to be settled by a vote of the Senate, for that reason, with the permission of the Senate, I will ask that that amendment be passed over until we have finished the other items in the bill, when we can give it more consideration.

The PRESIDENT pro tempore. The amendment will be passed over for the present.

The reading of the bill was resumed.

Mr. WOLCOTT. From the committee I offer the amendment which I send to the desk, and ask to have it read.

The PRESIDENT pro tempore. The Senator from Colorado offers a committee amendment, which will be stated.

The SECRETARY. On page 18, after the word "each," at the end of line 21, it is proposed to strike out "938 clerks, class 4b, at \$1,200 each; 694 clerks, class 4a, at \$1,150 each," and insert "1,632 clerks of class 4, at \$1,200 each;" on page 18, line 25, to strike out "3,405 clerks, class 3, at \$1,000 each; 2,187 clerks, class 2, at \$900 each," and insert "3,605 clerks, class 3, at \$1,000 each; 1,987 clerks, class 2, at not exceeding \$900 each."

The amendment was agreed to.

Mr. WOLCOTT. I offer a further amendment from the committee, on page 20, line 1, after the word "service," to strike out "\$9,809,200" and insert "\$9,863,900;" so as to make the clause read:

In all, for Railway Mail Service, \$9,863,900."

The amendment was agreed to.

The reading of the bill was resumed and continued to the end of the following clause, on page 20, from line 8 to line 20, inclusive:

For necessary and special facilities on trunk lines from New York and Washington to Atlanta and New Orleans, \$171,238.75: *Provided*, That no part of the appropriation made by this paragraph shall be expended unless the Postmaster-General shall deem such expenditure necessary in order to promote the interest of the postal service.

Mr. WOLCOTT. As to this item and the one following, for special facilities on trunk lines from Kansas City, Mo., to Newton, Kans., I feel it my duty to say that the committee by a majority vote included this provision against my wish. I am unalterably opposed to it as contrary to the whole principle upon which pay for the transportation of the mails is based, and it is a special facility which has never been recommended by any Postmaster-General. It passed the House of Representatives without a division, and I do not feel inclined to ask for a division upon it here, unless somebody else shall demand it.

The reading of the bill was resumed. The next amendment of the Committee on Post-Offices and Post-Roads was, under the head of "Office of the Fourth Assistant Postmaster-General," on page 23, after line 19, to strike out:

For mail depredations and post-office inspectors, including salaries of post-office inspectors and clerks, and 15 inspectors at \$2,000 per annum, and 10 inspectors at \$2,250 per annum, without per diem.

And insert:

For mail depredations and post-office inspectors, including salaries of 15 inspectors in charge of divisions at \$2,500 per annum, without per diem, and 15 inspectors at \$2,250 per annum, without per diem, and 15 inspectors at \$2,000 per annum, without per diem, and for salaries of post-office inspectors and clerks.

In line 13, after the word "place," to insert "nor exceeding sixty days in any one year to any one inspector;" and in line 15, after the word "diem," to insert:

And *provided further*, That of the amount herein appropriated, not to exceed \$2,000 may be expended, in the discretion of the Postmaster-General, for the purpose of securing information concerning violations of the postal laws and for services and information looking toward the apprehension of criminals.

So as to make the clause read:

For mail depredations and post-office inspectors, including salaries of 15 inspectors in charge of divisions at \$2,500 per annum without per diem, and 15 inspectors at \$2,250 per annum without per diem, and 15 inspectors at \$2,000 per annum without per diem, and for salaries of post-office inspectors and clerks; and for per diem allowance of inspectors in the field while actually traveling on business for the Department, \$550,000: *Provided*, That the Postmaster-General may, in his discretion, allow post-office inspectors per diem while temporarily located at any place on duty away from home, or their designated domicile, for a period not exceeding twenty consecutive days at any one place, nor exceeding sixty days in any one year to any one inspector, and may make rules and regulations governing the foregoing provisions relating to per diem: And *provided further*, That, of the amount herein appropriated, not to exceed \$2,000 may be expended, in the discretion of the Postmaster-General, for the purpose of securing information concerning violations of the postal laws, and for services and information looking toward the apprehension of criminals.

The amendment was agreed to.

The next amendment was, on page 25, after line 16, to insert as a new section the following:

SEC. 4. That the commission to investigate the question whether or not excessive prices are paid to the railroad companies for the transportation of the mails and as compensation for postal-car service, and all sources of revenue and all expenditures of the postal service, and rates of postage upon all postal matter, authorized by section 5 of the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1899, approved June 13, 1898, and by section 4 of the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1900, approved March 1, 1899, be, and it is hereby, continued with all the powers and duties given by said acts, and with directions to report to Congress on or before January 1, 1901, and that the unexpended balance of the sums appropriated is hereby reappropriated and made available for the expenses of said commission.

The amendment was agreed to.

The reading of the bill was concluded.

Mr. PETTIGREW. Mr. President, the last amendment is for the purpose of continuing the commission which was created some years ago, and which has never reported. In the meantime we are expending fifteen or twenty million dollars more than the service is worth for transporting the mails. I should like to have

some good reason given why this commission should be continued in existence if it does not intend to report.

Mr. WOLCOTT. Mr. President, the criticism of the Senator from South Dakota is, upon its surface, well made. It is now nearly two years since the commission was appointed, consisting of four Senators and four members of the other House of Congress, charged with the duty of reporting generally upon the question of railway-mail pay, the question of mail rates, the rates of postage now charged, and all other questions germane and pertinent to the conduct of the postal service of the United States.

That commission met immediately after its appointment, and from time to time has taken testimony in different cities of the country. It has taken testimony in Boston, in New York, in Chicago, in San Francisco, and elsewhere. Its labors have been exhaustive, and they have been as continuous as circumstances would permit. It has taken something like 2,000 pages of testimony; it has endeavored in every way possible to reach a fair, a just, and a logical conclusion as to the reasonableness of the rates now paid by the Government for the transportation of its mails. It has had to meet and face many problems and many theories.

If the transportation of the mails, Mr. President, were in bulk, if it could be limited to certain trains in the day, or if it could be packed in bulk as are express matter and freight, it would not be a difficult proposition to reach some fair conclusion as to what would be an adequate charge for the transportation of the mails by the railroads of the country, even if they went upon first-class passenger trains at a rapid rate of speed; but we find that the mail service of the country is divided into mail carried by postal cars, which includes mail and nothing else, and which are practically moving railway post-offices. We find another class of mail carried in what are known as "compartment cars," in which half of a car is turned over to the postal authorities for the transportation of the mails, which are thrown off from station to station. We find upon investigation that the postal-car service is of an intricate and complicated character. The postal car is, as I have said, a traveling railway post-office. That car is furnished, as indicated, upon specifications as required by the Post-Office Department. It includes boxes for placing the letters intended for different points, and is full of paraphernalia intended to facilitate the distribution of the mails en route.

We have taken a great deal of testimony in different parts of the country as to the amount of mail which can be carried in these postal cars. We have met with varying responses. It seems they differ in different parts of the country. But we have learned at this time that on many of the densest routes of the country—and by "densest routes" I mean those on which the largest volume of mail is carried—the amount carried by the postal car does not exceed, and can not exceed, about 2,000 pounds of mail. Upon certain trains carrying great volumes of mail, carrying four or five postal cars for the distribution of the mail, like the through train which leaves New York or Jersey City for St. Louis or Chicago, there is sometimes carried a reserve car, like a baggage car, in which mail bags are solidly packed, and from time to time taken into the postal car for distribution, and the bags at once returned to the storage car.

The contention as to the price charged is this: There is a tendency to constantly increase these cars in size. They can carry apparently to a limit of about 2,000 pounds, and perhaps a little more. Any increase in the volume of mail can not, therefore, reduce proportionately the cost of the transportation of the mail by these postal cars. We are further investigating that subject. We have had employed for the commission a very eminent expert, Professor Adams, of Ann Arbor, who is the statistician for the Interstate Commerce Commission. He has given us several months of his time and has prepared a preliminary report, which will be of very great value to both Houses of Congress when it comes; but in the last testimony he gave upon cross-examination there was brought out the fact that it was absolutely essential that further testimony be taken upon certain points as a basis for a report upon which he would be willing to stand.

We have asked the chief statistician of the Census Bureau, who is investigating the question, to endeavor to ascertain for us from some independent sources the actual cost of the construction of postal cars. I have had a letter from him within the last few days saying that he is pursuing this investigation, but has not yet been able to obtain all the information desired.

The commission has had before it railroad officials from all the leading railroads of the country. We have had but little help from most of them. Some of them are of the opinion that the Government should pay upon the basis of space; others have assumed that the Government should pay a reasonable price based upon express rates; others have considered that it should be compared with passenger rates, and others of the officials and experts have taken the ground that there should be in the estimate of cost a charge made for the transportation of the railway mail clerks who carry on this business. We have endeavored to sift this testimony and get out from it that which is valuable. We

are trying to reduce it to some order. On the other hand, there have appeared before the commission experts who believe that the Government is paying too much for the transportation of its mails.

Mr. President, we have welcomed every witness, every expert, every person who has given this subject any study, who could enlighten the commission as to what would be a fair basis upon which to pay the railroads for the transportation of the mails and what theory should be adopted in the future in the payment of the railroads. These various people differ as widely as the spheres. We have had a very eminent gentleman before us, who has given very intelligent and careful testimony, who, when he first appeared before the commission, thought that the railroad rates should be reduced because we were paying 40 cents per ton per mile for the transportation of the mails. Further investigation by the Department developed the fact that it was apparently some 12½ cents per ton per mile. That is the maximum as found by our expert, Professor Adams, who has reported to our commission that the sum paid for the transportation of the mails is some 12½ cents per ton per mile. Within the last few weeks the Post-Office Department has conducted an independent system of weighing and investigation, and it is found that the weight of the mails grossly exceeds any amount heretofore computed; and it has been found that the equipment weighs nearly 40 per cent of the total amount of the weight of the mail carried. These computations need examination and digestion, and they will further reduce the actual sum in weight per ton per mile paid to the railroads for the transportation of the mail of the United States.

Further than that, the commission has investigated with a good deal of care the question of second-class mail matter at 1 cent a pound, the Senate being aware of the fact that under existing law 65 per cent in weight of the mails of the United States is carried for 3 per cent of its revenue. That subject has been investigated especially by the chairman of the Committee on Post-Offices of the House, a man who has better and more varied and more extended and better grounded knowledge of questions of second-class mail matter and generally of post-office questions that arise from time to time than any other man, I think, in the United States. We have taken extended testimony on that question. It is not yet closed. There are those who believe that if the sum paid to the railroads could be reduced, we could go to 1-cent letter postage. There are others who believe that if the sum charged for second-class mail matter were increased, we could go to 1-cent letter postage. That question is still before us, and so far without any indication in the minds of any of us, when 65 per cent in weight of the mail is carried for 3 per cent of its revenue, of a hope to go to 1-cent postage. These matters are under investigation by the committee.

We have done the best we could. If anybody is to blame for the delay, I think it is the chairman of the commission, who is now addressing the Senate. Our homes are in different parts of the country. The chairman of the Committee on Post-Offices and Post-Roads in the House is a citizen of California. I am fortunate enough to live in Colorado. My honorable associate upon the commission the Senator from Iowa [Mr. ALLISON] lives upon the Mississippi River. My honorable associate the Senator from New Hampshire [Mr. CHANDLER] lives in the New England States. In times of campaign and in times of election it has been difficult for us sometimes to get together. We have not always been able to meet as frequently, perhaps, as the public service would warrant, but we have done a great deal of work that does not appear here.

The chairman of the House committee has made a most extended and intelligent and able investigation of the subject in Europe of the transportation of mails, and the sum paid to railroads, and the basis upon which payments are allowed. That also is before the commission for further investigation.

I believe that we have proceeded, perhaps not rapidly, but we have proceeded in due course of business; and if this amendment shall be adopted, we shall be able to report at the close of the year. The sums expended by the commission have been very small. They are ridiculously small as measured by the actual expenditures of every member of the commission. Out of the \$15,000 appropriated—I think it was \$15,000; I will ask the Senator from Iowa if he remembers. Was not the sum appropriated \$15,000? I think it was.

Mr. ALLISON. Fifteen or twenty thousand dollars.

Mr. WOLCOTT. Fifteen thousand dollars. Out of that, \$8,000 is still in the Treasury. There have been no expenses practically at all except the expenses of rooms we have engaged and the sums which have been paid to witnesses. There is no waste of public money. I do not believe that there is a waste of public time, and it comes to this: We can not report now. There is not a man who has average intelligence who can take the 2,000 pages of testimony which the commission has taken on the subject of the compensation to be paid to railroads for the transportation of mails and make an intelligent report. I defy any man, I do not care how

prejudged his views may be when he goes into the consideration of the question—if he thinks we are grossly overpaying the railroads, or if he thinks we are underpaying the railroads, or if he has ideas that payment should be based upon space or based upon weight, or compared with express earnings or freight earnings or passenger earnings—to formulate out of the testimony we have taken, and we have taken it from the most intelligent men in the United States on both sides of the question, a logical plan or basis for the compensation of railroads.

It is true that nobody wants to pay the railroads more than they ought to receive, and no good citizen wants to pay them less than they ought to receive. Out of it we shall in time, by next winter, if our time shall be extended, be able, I sincerely believe, to present to Congress a fair basis for the compensation of railroads for carrying the mails.

Personally, there is no member of the commission who would not be willing to be relieved of this duty, for it is a public duty which is done at the sacrifice of other public interests and private business, and if we are continued we shall make a report, and if we are discharged the work that we have done must necessarily go for naught. I assure the Senate that out of the testimony we have taken, no plan, as I have said, can yet be deduced for making a logical basis for the payment of the Railway Mail Service.

It is for these reasons, Mr. President, that the Committee on Post-Offices and Post-Roads has added this amendment to the bill. As I said before, I desire to take to myself and upon my own shoulders most of the responsibility for the delay, and I feel bound to say, as to the chairman of the Post-Office Committee of the House, a member of this commission, that if he could have had his way we could have worked every day since we were appointed, barring Sundays, and I think he would have worked us on Sunday, too, if he could. But we have put into it such time as seemed possible, considering the fact that there are eight busy men upon the commission. Therefore I hope, in the interest of the public service, but not in the slightest degree for any personal reason of my own, that the commission may be extended until winter.

The PRESIDING OFFICER (Mr. CARTER in the chair). The Chair is advised that the amendment referred to has been agreed to.

Mr. PETTIGREW. Do I understand also that the other amendments proposed by the committee to the bill have been agreed to?

The PRESIDING OFFICER. With the exception of the amendment commencing in line 10, page 17, which was passed over.

Mr. PETTIGREW. Of course an amendment is in order at the present time reducing the amount of the railway mail pay.

The PRESIDING OFFICER. The bill is in the Senate as in Committee of the Whole and open to amendment; but, as the Chair understands, the committee amendments are first to be disposed of.

Mr. WOLCOTT. This is the last of the committee amendments.

The PRESIDING OFFICER. This is the last committee amendment, beginning in line 10, page 17. The question is on agreeing to the amendment.

Mr. WOLCOTT. There will be discussion upon this amendment. I ask for information—

Mr. CHANDLER. Mr. President, what is the question?

The PRESIDING OFFICER. The question is on agreeing to the amendment beginning in line 10, page 17, which was passed over in the course of the reading of the bill.

Mr. WOLCOTT. Yes. Is that now before the Senate?

The PRESIDING OFFICER. It is now before the Senate.

Mr. CHANDLER. Before discussion proceeds on that amendment, I wish to know the exact condition of the bill. I understand all the other amendments have been agreed to.

The PRESIDING OFFICER. All the committee amendments have been agreed to with the exception of the one now under consideration.

Mr. PETTIGREW. I hope this amendment will not be considered as agreed to.

Mr. DANIEL. Is the amendment on page 17, line 10, now before the Senate?

Mr. PETTIGREW. I ask unanimous consent that this amendment may be left open for discussion after disposing of the pneumatic-tube service amendment.

The PRESIDING OFFICER. To which amendment does the Senator from South Dakota refer?

Mr. PETTIGREW. The last amendment in regard to the commission. That question is involved in the question of reducing the amount of compensation for railroad mail service, upon which discussion will occur, undoubtedly, before the bill is disposed of. I think it had better be left open. I intended to request that before it was acted upon. I was not aware it was acted upon so suddenly.

Mr. WOLCOTT. I desire to say, as to the amendment to extend the time of the commission, that I hope the Senator from South Dakota will not ask that it go over subject to discussion upon the pneumatic-tube service amendment, with which it has

no sort of relation. If there is to be discussion on the proposition to reduce the amount of mail allowance, I should not think it would have the slightest relation to this amendment, because if under this bill 10 per cent shall be taken off the allowances for railway mail transportation, it simply makes a deficiency to the extent of 10 per cent of the amount because it is automatic, and the reduction of the amount does not change the law, and the roads would receive exactly the same sum they now receive, only it would go into a deficiency bill.

I hope the Senator from South Dakota will not insist, and if he does I hope the Senate will not agree, that we shall postpone the amendment respecting the commission until after there has been certainly protracted, and I hope not heated, discussion over the pneumatic-tube service. I do not want to mix those two questions together. I am willing to mix the question of the continuance of the commission and any reduction the Senator may ask.

Mr. PETTIGREW. As I understand, the commission was appointed to investigate all of these questions, pneumatic tube, etc. I have felt as though the commission was created for the purpose of delay rather than for the purpose of securing a remedy for the excessive charges of railroads for transporting the mails. We have extended the life of this commission once, and we are asked to extend it again. I do not believe the American people ought to stand by and have the existence of this commission used as an excuse for perpetuating a system which, I believe, takes from the Treasury of the United States \$15,000,000 that is not earned by anybody. Therefore I think we should dispose of these questions one after the other, and that until we have discussed the question of railway-mail pay the last amendment to the bill should not be considered as adopted.

Neither do I think the Senator should take advantage of the fact that in the reading of the bill the Chair announced "agreed to" without any voting on the part of anybody as an adoption of the amendment. Therefore I think it should properly, for I think it is the usual request, be left open until these other questions are discussed. That is all.

Mr. CHANDLER. Will the Senator from South Dakota allow me to say that of course it is open, because the debate may be renewed in the Senate, and it is a matter of absolute indifference whether it is dealt with now or later.

Mr. PETTIGREW. Of course; but I thought we might dispose of this debate as in Committee of the Whole, but if not in Committee of the Whole I suppose we can carry it into the Senate, because we can insist that each amendment shall be voted upon separately in the Senate, and thereby bring up the question and have a direct vote upon this amendment when it is reported from the Committee of the Whole. I do not know that I care very much which way is pursued.

Mr. DANIEL. This pneumatic-tube amendment referred to is not in order.

Mr. WOLCOTT. It has been passed over for the moment.

Mr. DANIEL. It might be thrown out on a point of order.

Mr. WOLCOTT. It has been passed over for the present until we finish the rest of the bill.

The PRESIDING OFFICER. The Senator from South Dakota asks unanimous consent that the vote whereby section 4, the last amendment, was agreed to, may be reconsidered.

Mr. ALLISON. I do not think it is very important one way or the other. We might as well allow this action to stand, if the Senator from South Dakota will allow it. A motion to reconsider will be in order at any time during the progress of the bill, if he desires to make that motion. Now, why not let it go sub silentio—

Mr. PETTIGREW. If anyone objects, I shall have to.

Mr. ALLISON. I shall not object. But I hope that as the amendment has been agreed to it will stand, and if at a later time the Senator wants to move to reconsider, he can do so.

Mr. WOLCOTT. I will say that for one I shall not object to any treatment the Senate desires to accord to the committee amendment continuing the commission. If there is objection to it, and if a majority of the Senate desires that it shall go out, or if any individual member of the Senate desires to criticize it or the commission, I do not desire any action now taken to bind anybody. I am ready to do whatever anybody wants to do about it.

The PRESIDING OFFICER. Is there objection to the request of the Senator from South Dakota? The Chair hears none. The vote is therefore reconsidered.

Mr. WOLCOTT. If it be reconsidered, can we vote upon it now or discuss it now?

Mr. CHANDLER. It is before the Senate.

Mr. WOLCOTT. It is before the Senate, I take it.

The PRESIDING OFFICER. It is now before the Senate.

Mr. PETTIGREW. There will be an amendment offered to reduce the railway mail pay, and I simply desire that this question shall be left open until that is disposed of. I do not care to discuss this. After the other question is disposed of I presume I shall consider it proper enough to continue the commission, but I do not want the continuation of the commission to be used as an excuse for a refusal to reduce the amount.

Mr. WOLCOTT. Let it go over. I shall consent to its going over until we have voted on the amendment that the Senator from South Dakota or any other Senator may offer respecting the reduction of the appropriation for railway mail service. Now I suppose we return to the consideration of the amendment on page 17, having relation to the pneumatic-tube service.

The PRESIDING OFFICER. The unanimous consent in that behalf, as the Chair is advised, was that it should be considered after all other amendments were disposed of.

Mr. WOLCOTT. I am quite certain that the Senator from Illinois [Mr. MASON] desires to be present at the time of the discussion of this amendment.

Mr. ALLISON. He is here.

Mr. WOLCOTT. Very well.

Mr. BUTLER rose.

Mr. WOLCOTT. Is the Senator from North Carolina ready to proceed? If so, I will give way to him.

Mr. BUTLER. I desire to offer the amendment of which I gave notice and which is pending.

The SECRETARY. On page 18, lines 7 and 8, strike out the words "thirty-three million eight hundred and seventy thousand dollars" and insert in lieu thereof:

Thirty million four hundred and eighty-three thousand dollars; and the Postmaster-General is hereby authorized and directed to readjust the compensation to be paid from and after the 1st day of July, 1900, for the transportation of mails on railway routes by reducing the compensation to all railroad companies for the transportation of mails at least 10 per cent per annum from the rate fixed in section 402 of the Revised Statutes, as amended by act of July 12, 1876, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1877, and for other purposes," and as further amended by act of June 17, 1878, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1879, and for other purposes," for the transportation of mails on the basis of the average weight; and the above amount appropriated shall cover full compensation for railway mail transportation.

Mr. WOLCOTT. The Senator from North Carolina, whose attention I ask for a moment, was not aware of the fact that the Chair had placed before the Senate for consideration the pneumatic-tube amendment, but in order that the Senator from North Carolina may now pursue his amendment, if he is ready to proceed with it, which is the same amendment that the Senator from South Dakota gave notice he would likewise call up, I will consent with pleasure that the pneumatic-tube amendment go over, so that we may now take up the amendment offered by the Senator from North Carolina.

Mr. BUTLER. I will say to the Senator that I am perfectly willing that the Senate should take up the pneumatic-tube service amendment.

Mr. WOLCOTT. As the Senator has introduced this amendment, I shall be very glad if he will go on with it now.

The PRESIDING OFFICER. In the absence of objection, that will be the order.

Mr. BUTLER. Mr. President, I hope I will be pardoned if before proceeding I suggest the absence of a quorum. I will state to Senators when they are here why I put them to that trouble.

The PRESIDING OFFICER. The Senator from North Carolina suggests the absence of a quorum. The Secretary will call the roll.

The Secretary called the roll, and the following Senators answered to their names:

Allison,	Frye,	McMillan,	Sewell,
Bacon,	Gallinger,	Mallory,	Shoup,
Bard,	Gear,	Mason,	Simon,
Berry,	Hansbrough,	Morgan,	Spooner,
Burrows,	Harris,	Perkins,	Stewart,
Butler,	Heitfeld,	Pettigrew,	Sullivan,
Caffery,	Hoar,	Pettus,	Teller,
Chandler,	Kean,	Platt, Conn.	Turley,
Clay,	Kyle,	Platt, N. Y.	Turner,
Culberson,	Lindsay,	Pritchard,	Vest,
Cullom,	Lodge,	Quarles,	Wellington,
Daniel,	McBride,	Rawlins,	Wolcott.
Elkins,	McComas,	Ross,	
Fairbanks,	McCumber,	Scott,	

The PRESIDING OFFICER. Fifty-four Senators having answered to their names, a quorum is present.

[Mr. BUTLER addressed the Senate. See Appendix.]

The PRESIDENT pro tempore. The question is on the amendment of the Senator from North Carolina [Mr. BUTLER]. [Putting the question.]

Mr. WOLCOTT. Mr. President, I hope that that amendment will not be declared carried, because the Senator from South Dakota [Mr. PETTIGREW] has some remarks to make upon it.

The PRESIDENT pro tempore. The question is still open on the amendment of the Senator from North Carolina.

Mr. PETTIGREW. Mr. President, on February 28, 1897, a discussion occurred in the Senate with regard to reducing the railway mail pay. At that time I think we showed pretty conclusively that the charge was excessive, and that the sum paid for transporting the mails by rail should be reduced. There was little argument in opposition to the figures which we presented, which

I think showed, according to the official reports of the Department, that we were paying about ten times as much per pound for transporting the mails as was paid by the express companies of the country for transporting express matter.

Unable to meet our contention, the friends of the railroads in this body insisted upon a commission to investigate the question of railway mail pay, and an amendment was adopted for that purpose. It was three years ago last February when we adopted the first amendment providing for a commission to investigate this subject and furnish us information upon it. In conference our amendment was promptly surrendered by the Senate conferees, and so a year was gained, during which the railroads could receive this enormous, exorbitant, and dishonest compensation for their services.

In 1893 we again attacked this item of appropriation and asked for a reduction in the interests of the people of this country and in the interests of the Treasury. Again we were confronted with an amendment to appoint a commission; again we were told that we had not sufficient information; again we were told that the only way this reduction could be had was by securing the facts through a commission of the two Houses of Congress. Our facts were not answered; our contention was not met. The plea was made for time in order to secure information, and so the amendment was adopted authorizing a commission. This time it would hardly do to surrender the amendment in conference, and therefore it became a part of the law.

A year rolled around, and last year the Post-Office appropriation bill came up again. We again insisted upon a reduction; but the commission had not reported; they asked for more time, and the only argument with which we were met was that the information was not sufficient on which to base action. There was a tacit admission that the charges for carrying the mails were too high and that there ought to be a reduction; but we were met again by the fact that this commission had not reported. They asked for more time, and so the time was extended.

This year we again attacked this excessive charge, increased by some millions of dollars by the increased volume of business, and we are told that the commission is not yet ready to report, that they must have more time. Do they bring us any fact or any fragment of fact or any information after all this time? If they do, I have not seen it. If they have printed their testimony I have not found it. We are required now to wait again another year. Next year there will be a short session of Congress. Congress will meet in December and adjourn on the 4th of March. If their report is presented in January, no one will have an opportunity to examine it. If they rely upon the present Second Assistant Postmaster-General their report will simply be a plea in the interest of the railroads. I say that because of his testimony before the Committee on Appropriations.

There has been a new weighing of the mails, I understand. We know little or nothing about it, but I understand that the amount of the weight of the mails under this new weighing—we know nothing about the system by which it was conducted—has been nearly doubled. Of course I shall not, without corroborating evidence, without an opportunity to carefully scrutinize and investigate any report that may come from the office of the Second Assistant Postmaster-General, feel that I am warranted in accepting it as true.

Mr. President, it has been the custom for years to select as the Second Assistant Postmaster-General some man from the railroad service of this country, so as to more carefully guard and protect the interests of this transportation job by which so many millions are taken out of the Treasury every year.

Testimony was taken by the Committee on Appropriations early in May, 1898, and Mr. Neilson, who was then Second Assistant Postmaster-General, testified as follows:

You told us something of your business before you went into the Post Office.

Mr. NEILSON. Yes.

Senator PETTIGREW. What was that?

Mr. NEILSON. I was in the railroad service.

Senator PETTIGREW. What railroads?

Mr. NEILSON. I was on the Northern Pacific and on the Erie. I was on the Erie for twelve years and on the Cincinnati, Hamilton and Dayton for eight years.

Senator PETTIGREW. Which road did you leave at the time you went into the Department?

Mr. NEILSON. The Cincinnati, Hamilton and Dayton.

Senator PETTIGREW. What is the full name of that road?

Mr. NEILSON. The Cincinnati, Hamilton and Dayton.

Senator PETTIGREW. What was your position on that road?

Mr. NEILSON. General superintendent of the road.

Senator PETTIGREW. Who was your predecessor in the Post-Office service?

Mr. NEILSON. Mr. J. Lowrie Bell.

Senator CULLOM. He was a railroad man, too, was he not, or had been?

Mr. NEILSON. He is now the general traffic manager of the Central Railroad of New Jersey.

So that the two predecessors of the present Second Assistant Postmaster-General were railroad officials, who resigned places where they received salaries very much larger than were paid them by the Government. They were undoubtedly placed in the

position for the purpose of protecting the interests of the railroads in this exorbitant charge. After this exposure, and after the comments made in Congress with regard to it, it would hardly do to select another railroad superintendent or railroad traffic manager to conduct the Railway Mail Service of this country through the Post-Office Department. Therefore they found a man from Pennsylvania, Mr. Shallenberger, the present incumbent, who answers their purpose equally as well. I could show from his testimony taken before our committee—but I will not go into that subject—that his constant aim and purpose was to protect the railroads and dull the effect and force of whatever evidence was brought to the contrary.

I will read a sample of that evidence simply as an illustration of the point. For instance, he testified before the committee that each railroad car hauling passengers earned more than the cars earned that carried the mail; and then he takes as an illustration the Pennsylvania Railroad and says that their average traffic was thirty passengers per car, or 60 cents per car per mile; and then he says that the compensation of the railroads for carrying the mail was 23 cents per car per mile. The Second Assistant Postmaster-General takes up the question of paying for hauling passengers, and says that is the proper basis of comparison. Then he proceeds to say that on the Pennsylvania Railroad they carry thirty passengers to a car at 2 cents a mile per passenger. The railroad company would receive 60 cents a car per mile per passenger, while the railway mail pay is 26 cents a car per mile.

He takes, then, the average of the car-mile pay for transporting the mails for the whole United States, and then takes certain trains on the Pennsylvania Railroad as a comparison with the passenger traffic. The Interstate Commerce Commission's report shows that the railroads of the United States carry on an average but nine persons to the car. Taking this as a basis and 2 cents a mile as the compensation, the passenger compensation per car mile for passenger cars is 18 cents, instead of 26 cents, which the railroads receive per car mile for carrying the mail. That is the class of evidence which the Second Assistant Postmaster-General gave to the Committee on Appropriations. It was a special plea in every instance in the interest of the railroads and not in the interest of the Government, which was paying him a salary.

I contend that the proper basis for estimating the pay for carrying the mails would be the charge for carrying express, and I ask to have the Secretary read some facts in regard to this matter which are contained in the remarks I made on May 6, 1898.

The Secretary read as follows:

Now, let us see. According to the census report of 1890 the express companies of this country sent 115,000,000 packages, and the total weight of all the packages, not counting 17,000,000 of them as weighing anything, because their weight is not given, was 3,292,000,000 pounds. Dividing the 3,292,000,000 pounds of weight by the 115,000,000 packages, we find that the average weight of express packages was 28 pounds. Yet we are regaled with this statement, which is deemed worthy to be put into the RECORD upon which to rest their case, that most of the express matter is in carload lots—great quantities of vegetables and fruit. Why, Mr. President, fruit does not go as express matter, and this railroad manager knows it. It goes as fast freight. Fruit and perishable stuff comes to the North as fast freight; not as express. Occasionally a little is sent by express, but the average weight of express packages sent in this country in 1890 was 28 pounds.

Again we have a parallel between the mail and the express, and, what is more, the compensation received for these express packages was 16½ cents apiece. Yet you will find all through the statements of these lawyers that they never carry a package for less than 25 cents by express. Then proceed to figure what the result would be if they got 25 cents apiece for all the packages they carried. Here, then, is a service performed on the same trains and in an identical manner for which the Government of the United States pays 5½ cents per pound and the express companies pay 5½ mills.

In other words, the Government pays ten times as much per pound for carrying the mails, to say nothing about the railway postal car service, as the express companies pay; and yet the recipients of this bounty insist that we are not paying enough. The fact is we are paying ten times too much. If we paid the \$4,000,000 for the use of the cars and \$3,000,000 for the weight of the mail, we would pay for the mail, in proportion to its weight, what the express companies are paying to-day. But granting them five times that and paying them \$15,000,000, there would be a saving of \$15,000,000 to the Government and the Treasury, and we would then pay five times what the express companies pay for their transportation.

Mr. PETTIGREW. The express business of this country is carried upon passenger trains. The express agent rides with the express matter. He is hauled by the railroad company for nothing. The mail is carried upon passenger trains. The route agent or railway mail clerk rides with the mail, and no fare is paid for him. The express matter is brought to the train and taken away. The mail matter is carried by the Government, except in a few cases of small stations, to the railroad trains, and it is taken from the railroad trains by the Government. There is an almost absolute parallel between these two services. The only distinction of any moment is in the case of the railway post-office cars, where the mail is distributed in transit; and in that case we pay for the use of the car in addition to the pay for carrying the mails. Although these cars, as the Senator from Colorado says, carry but 2,000 pounds on the average, we pay for the 2,000 pounds carried in that car the same price per pound that we pay for carrying mail in any other car, and then we pay for the use of that car \$2,000 a year more than it would cost to build the car. In other words, we pay \$4,000 a year for the use of these railway mail cars or

post-offices within which to distribute the mail, and you can build them for \$2,000 a piece, or at least you could in 1898. Yet we pay for carrying the mails pound for pound, in addition to the rent of the cars, ten times as much as the express companies pay for carrying express matter.

In the face of these facts, all we can get, after presenting them for three successive years, is a commission that never wants to report. Of course if we pay to the railroads \$37,000,000 a year for a service which they would do for the express companies for \$3,700,000 a year, each year's delay is of vast value to them. It seems to me, in the face of these facts, unless they are conclusively answered the Senate can do nothing less at least than to make a reduction of 10 per cent as provided for in the amendment of the Senator from North Carolina.

The PRESIDING OFFICER (Mr. CHANDLER in the chair). The question is on agreeing to the amendment proposed by the Senator from North Carolina [Mr. BUTLER].

Mr. BUTLER. Before the amendment is voted on, I ask permission, which is in order, to change the amendment at the end of line 4 by striking out "is" and inserting "in expending this appropriation;" so as to read:

The Postmaster-General, in expending this appropriation, is hereby authorized, etc.

And on page 2, lines 5, 6, and 7, of the amendment I ask that it be modified to read as follows:

And no more than the above amount appropriated shall be paid for railway mail transportation for the coming fiscal year.

The wording does not change the effect at all. It merely makes the language plainer.

Mr. WOLCOTT. The question has been argued so frequently, again and again, that I do not intend to go into any discussion of it. Some of the statements made would be preposterous if they did not fall from the lips of so conservative a statesman as the Senator from North Carolina.

The cost of carrying the mail decreases every year. Since 1884 the cost of carrying the freight, railroad freight, has been reduced 41 per cent; passenger rates have been reduced 23 per cent, and the cost of carrying the mail has been reduced 39 per cent. It costs, on the average, from 8 to 12 cents per ton per mile to carry the mail, taking an average of the whole. The Senator from North Carolina says that passengers are carried cheaper throughout the country than the mails are carried. Of course it is not so, as a matter of fact. The Senator suggested the other day in committee that mails of his own weight would be carried to New York at a greater charge than the road would carry him. I figured it up. If the Senator weighs about a hundred and fifty pounds and if he paid his fare between here and New York, as I have no doubt he does when he travels, he would pay 34 cents per ton per mile for getting himself carried, and they carry the mail for from 8 to 12 cents per ton per mile.

All these figures are mere vagaries. The rates are being reduced. There is a very grave problem resting under this whole question, and our commission must deal with it if it is to be dealt with intelligently, and of course if you arbitrarily reduce the mail rates 10 per cent, then there is nothing left for the commission to report upon.

Mr. BUTLER. The Senator says the rate for carrying the mail is being reduced, but I think he will admit himself that that statement is not fair. While it is to a certain extent correct, really it is not correct, for there has been no reduction since 1878. There has been only a reduction in this way, by the amount of matter above 5,000 pounds—

Mr. WOLCOTT. Certainly; that reduces the price of the whole.

Mr. BUTLER. That is twenty-one dollars and something a ton—the rate above 5,000 pounds.

Mr. WOLCOTT. Here is what Professor Adams says:

From 1880 the drop has been from 20 cents down to 12 cents—that is, about 39 per cent.

In 1880 it cost 20 cents. Now it costs 12 cents.

Mr. BUTLER. All that means is simply this, that the railroads are getting more business—

Mr. WOLCOTT. Of course.

Mr. BUTLER. A large number of roads that were getting less than 5,000 pounds have been getting 15,000 or 20,000 or a hundred thousand pounds.

Mr. WOLCOTT. That is the reason of the reduced freight rate—increased volume of business.

Mr. BUTLER. I will call the Senator's attention to the fact that the rate is just the same as it was in 1878. The rate is precisely the same. The pay is the same. The law is the same. There is this larger amount of mail carried, and therefore there is a larger number of roads that carry more than 5,000 pounds. That is all there is of it.

Mr. WOLCOTT. That is right.

The PRESIDENT pro tempore. The question is on agreeing to the amendment proposed by the Senator from North Carolina. [Putting the question.] By the sound the yeas have it.

Mr. BUTLER. I ask for the yeas and nays.

The yeas and nays were ordered.

Mr. BATE. I should like to be informed what the amendment is. The PRESIDENT pro tempore. The amendment will again be stated.

Mr. CLAY. Mr. President, is it in order to say a word? I desire to state, as a member of the Committee on Post-Offices and Post Roads, that I voted against this amendment and shall vote against it now. I do so because of the very simple fact that I have no sufficient data on which to base a reduction. A postal commission was appointed to take testimony and thoroughly examine this question with a view of furnishing data on which to base a reduction, if one should be made. That commission, composed of honorable gentlemen, Senators and Representatives, came before us and asked for sufficient time to make a report. They asked until the next session of Congress. We came to the conclusion that it would be best for the commission to report their findings and all the evidence in order for us to reach a conclusion. In order to make a reduction of three or four million dollars, it is essential that all the facts shall be ascertained, the cost of carrying the mails, etc., that we may act in a business way. Simply to state upon general principles that there ought to be a reduction of three or four or five or six million dollars, without facts upon which to base the reduction, is not a businesslike method of transacting public business.

Mr. BUTLER. Will the Senator from Georgia pardon me for a moment?

Mr. CLAY. With pleasure.

Mr. BUTLER. If I were very sensitive, I for one might feel a little hurt that the Senator, a colleague in the Senate, should say that there are no facts or that he is asked to do it on a general statement without facts. Has the Senator listened to what little I have said; and I have not given half of the facts I gave a year ago and two years ago? I have had read from the RECORD a great many facts given then. I have had statistics from Poor's Railroad Manual; I have had statistics from census reports; I have had statements made by railroad attorneys and railroad presidents; I have had every fact that seemed to be authentic, from sources that no one could question, put into the RECORD. I have discussed them time and time again. Ever since the Senator has been here and before he came to the Senate I have stood upon the floor and challenged any Senator, if I was wrong, to point it out; if he had any other facts, to produce them; if my deductions were wrong, to show it. The Senator knows that nobody has done so or attempted to do it.

The only thing we have been met with year after year was delay, and when there was no chance to delay any longer, then the opponents of reduction, those who did not want any reduction, those who have stood up and voted against it each time and declared they were opposed to a reduction, proposed a commission, and year after year it has failed to report. It will be three years now if we allow them to go over.

Mr. CLAY. I did not intend to yield for a speech. I expected to take but a minute of the time of the Senate. I did not desire to make any reflection upon the Senator from North Carolina. In regard to the charge or the assault that he makes upon the Postal Commission, I will say that simply to name those gentlemen is a refutation of the charge the Senator from North Carolina makes.

Mr. BUTLER. What charge?

Mr. CLAY. I understood the Senator from North Carolina to state on the floor of the Senate that the Postal Commission had endeavored to delay a report for the purpose of defeating this reduction, and that they had delayed it and would continue to delay it for the purpose of preventing a reduction.

Mr. BUTLER. If the Senator will look at my remarks when they appear in the RECORD, he will see that I did not put it just that way. I said I would not charge that they had purposely done so, but I said the result had been to delay and to prevent the Senate from acting when it no doubt would have acted. I said that the commission was composed of men, unfortunately—which I did not think was fair to the Senate or to the country—who were known to be opposed to any reduction.

Mr. CLAY. I still insist that to name the Postal Commission is a refutation of any intimation that they do not intend to make a fair report. Take the committee from the Senate—Senator WOLCOTT, Senator ALLISON, Senator CHANDLER, Senator MARTIN. Take the committee from the House—Mr. LOUD, from California; Mr. MOODY, from Massachusetts; Mr. FLEMING, from Georgia, and Mr. CATCHINGS, from Mississippi. Simply to name those Senators and Representatives upon the floor of the Senate is a refutation of any charge that any Senator might intimate that they do not intend to make a just and fair report.

I do not hesitate to say that, in the event of the evidence taken and the report of the commission justifying us at the next session of Congress in making a reduction, I shall be in favor of it. I do not believe when you come to legislate that simply because a corporation is involved Senators should rise upon the floor of the

Senate and make a wholesale charge when you have not any facts or data upon which to base those charges.

I desire to make no reflection upon my friend the Senator from North Carolina, but the Committee on Post-Offices and Post-Roads simply determined that inasmuch as this report had not been made, and inasmuch as the commission asked until the next session of Congress to make the report, the public service demanded that we should wait and have all the facts before us before we acted and made a reduction. I wish to say, in justice to the Committee on Post-Offices and Post-Roads, that when the evidence is in and the report is made, in my opinion they will act fearlessly, conscientiously, and for the best interest of the country.

Mr. BUTLER. The Senator knows that I would have offered an amendment, as I have years and years before, for a 25 per cent reduction, for all the facts prove it ought to be that much, had this report been made, provided there had not been facts to counteract it. I have therefore offered an amendment for simply a 10 per cent reduction, which is a moderate and conservative amendment, such a one as was made twenty-two years ago.

Mr. CLAY. I still reply that we appointed the Postal Commission to make this examination, to take this testimony, and to make this report, and by them to some extent we must be guided for the facts in the case.

Mr. PETTIGREW. Mr. President, in 1897 we tried to secure a reduction of the railway pay, and we showed that we were paying ten times as much for carrying a pound of mail as the express companies paid for carrying express matter. We showed it by proof so conclusive to the friends of the railroad that they were afraid to meet the issue. Therefore they put in a plea of avoidance and asked for a commission. They said we had not sufficient facts. They made the same speech made now by the Senator from Georgia. We adopted an amendment to appoint a commission. It went into conference, and it was surrendered promptly by the Senate conferees. One of the conferees is a member of the present commission. The next year we came in here with the same proof. It was not met, it was not answered, and again the only thing that was presented was that we must have a commission; and so we adopted an amendment appointing a commission, and the argument in favor of it—and the only argument presented—was the well-worn and threadbare speech just made by the Senator from Georgia, that we had not sufficient facts; we needed more information.

Well, this commission was appointed, and it spent a year. It did not give us one scintilla of evidence. It made no report. It presented no testimony. It printed nothing. Then they came here and made the same speech now repeated by the Senator from Georgia, and asked another extension, and we gave it. To-day, instead of the commission making this speech, they have a new recruit from the South, the Senator from Georgia, who comes in here and makes it for them, and then regales us with the refreshing statement that he does not impeach the motives of the Senator from North Carolina. It is a most remarkable situation—exceedingly interesting. When we have shown, as we have, that we pay ten times more for carrying the mail than is paid for carrying express, and after three years' effort to get a reduction of this expenditure we are now told that our motives are not impeached. It seems to me that there is proof enough, if any Senator cares to investigate the fact, cares to look into the question, to make a reduction of 10 per cent. We have made no reduction since 1878. Then we made a reduction of 5 per cent, I think, or 10 per cent. The amendment then passed was similar to the one now offered. But for twenty-two years—

Mr. BUTLER. We made a reduction of 10 per cent in 1875 and another reduction of 5 per cent in 1878—in three years 15 per cent.

Mr. PETTIGREW. We have made no reduction since, although freight and passenger rates have been enormously decreased. Railroad freight rates have decreased more than one-half, and yet the rate still continues for carrying the mail, and the same old arguments are still made that we must hear from this commission. We are told that they do not intend to impeach our motive. Any Senator who wishes to be informed can get the information on this subject that will convince any man possessed of his reasoning faculties that there is no excuse why this exaction should continue and why the Government should continue to pay twenty or twenty-five million dollars a year more than it is worth to carry the mail.

The PRESIDENT pro tempore. The question is on agreeing to the amendment proposed by the Senator from North Carolina [Mr. BUTLER], on which the yeas and nays have been ordered.

The Secretary proceeded to call the roll.

Mr. BACON (when his name was called). I am paired with the junior Senator from Rhode Island [Mr. WETMORE], who is absent. If he were present, I should vote "nay."

Mr. LINDSAY (when his name was called). I have a general pair with the senior Senator from Michigan [Mr. McMILLAN]. He not being present, I withhold my vote.

Mr. PRITCHARD (when his name was called). I have a general pair with the junior Senator from South Carolina [Mr.

McLAURIN). Inasmuch as he would vote "nay," I take the liberty of voting. I vote "nay."

Mr. PROCTOR (when his name was called). I am paired with the senior Senator from Florida [Mr. MALLORY]. If he were present, I should vote "nay."

Mr. QUARLES (when his name was called). I have a general pair with the junior Senator from Texas [Mr. CULBERSON].

Mr. THURSTON (when his name was called). I have a general pair with the senior Senator from South Carolina [Mr. TILLMAN], but I understand that pair has been arranged otherwise, and I will therefore vote. I vote "nay."

Mr. VEST (when his name was called). I am paired with the Senator from Minnesota [Mr. NELSON]. I do not know whether or not he has voted.

The PRESIDENT pro tempore. The Chair is informed that he has not.

Mr. VEST. I withhold my vote. I should vote "yea" if he were present.

The roll call was concluded.

Mr. ALLISON. I desire to state that the Senator from South Carolina [Mr. TILLMAN] is paired with the Senator from Rhode Island [Mr. ALDRICH].

Mr. SCOTT. I am paired with the junior Senator from Florida [Mr. TALLIAFERRO]. I understand he has not voted. I have a general pair with him, and therefore withhold my vote.

Mr. BATE (after having voted in the affirmative). I desire to know if the junior Senator from Kentucky [Mr. DEBOE] has voted.

The PRESIDENT pro tempore. The Chair is informed he has not.

Mr. BATE. I withdraw my vote, being paired with him.

Mr. HARRIS (after having voted in the affirmative). As the junior Senator from Wyoming [Mr. CLARK] has not voted, I believe, I withdraw my vote, being paired with him.

Mr. DANIEL. I am paired with the Senator from North Dakota [Mr. HANSBROUGH].

The result was announced—yeas 11, nays 41; as follows:

YEAS—11.

Berry,	Gallinger,	Pettigrew,	Turley,
Butler,	Heitfeld,	Rawlins,	Wellington.
Chandler,	Jones, Ark.	Teller,	

NAYS—41.

Allison,	Frye,	McCumber,	Sewell,
Baker,	Hale,	Martin,	Shoup,
Bard,	Hanna,	Mason,	Simon,
Burrows,	Hawley,	Money,	Spooner,
Caffery,	Hoar,	Penrose,	Stewart,
Carter,	Kean,	Perkins,	Sullivan,
Clay,	Kenney,	Pettus,	Thurston,
Cullom,	Kyle,	Platt, Conn.	Wolcott.
Depew,	Lodge,	Platt, N. Y.	
Elkins,	McBride,	Pritchard,	
Fairbanks,	McComas,	Ross,	

NOT VOTING—34.

Aldrich,	Daniel,	Lindsay,	Scott,
Allen,	Davis,	McEnery,	Talliaferro,
Bacon,	Deboe,	McLaurin,	Tillman,
Bate,	Foraker,	McMillan,	Turner,
Beveridge,	Foster,	Mallory,	Vest,
Chilton,	Gear,	Morgan,	Warren,
Clark,	Hansbrough,	Nelson,	Wetmore.
Cockrell,	Harris,	Proctor,	
Culbertson,	Jones, Nev.	Quarles,	

So Mr. BUTLER's amendment was rejected.

Mr. WOLCOTT. Inasmuch as we have now disposed of the question of the reduction of pay, the objection made by the Senator from South Dakota being removed, I hope we may now consider the last section of the bill, the amendment of the committee extending the time of the commission.

Mr. PETTIGREW. I should like to hear the amendment read. I want to see how definitely they promise to report.

The PRESIDENT pro tempore. The amendment will be read. The Secretary read as follows:

SEC. 4. That the commission to investigate the question whether or not excessive prices are paid to the railroad companies for the transportation of the mails and as compensation for postal-car service, and all sources of revenue and all expenditures of the postal service, and rates of postage upon all postal matter, authorized by section 5 of the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1899, approved June 13, 1898, and by section 4 of the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1900, approved March 1, 1899, be, and it is hereby, continued with all the powers and duties given by said acts, and with directions to report to Congress on or before January 1, 1901, and that the unexpended balance of the sums appropriated is hereby reappropriated and made available for the expenses of said commission.

The PRESIDENT pro tempore. The question is on agreeing to the amendment of the committee.

The amendment was agreed to.

Mr. STEWART. Mr. President—

Mr. WOLCOTT. There is one more committee amendment, I will say to the Senator from Nevada, which I suppose we should

finish. We passed over the amendment on page 17, beginning in line 10.

The PRESIDENT pro tempore. The amendment will be stated.

The SECRETARY. On page 17, after line 9, the Committee on Post-Offices and Post-Roads report to insert the following:

For transportation of mail by pneumatic tube, or other similar devices, by purchase or otherwise, \$725,000.

Mr. BUTLER. Mr. President, I ask the Secretary to read for the information of the Senate the paragraph on pneumatic-tube service in the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1899.

Mr. WOLCOTT. I was unable to hear the Senator. I ask the Chair to kindly repeat the request made by the Senator from North Carolina.

The PRESIDENT pro tempore. The request is that the Secretary shall read a paragraph from the appropriation act for last year.

Mr. BUTLER. The paragraph about pneumatic-tube service. The Secretary read as follows:

For transportation of mail by pneumatic tube or other similar devices, by purchase or otherwise, \$225,000: *Provided*, That no part of this appropriation shall be used in extending such pneumatic service beyond the service for which contracts already are entered into, and no additional contracts shall be made unless hereafter authorized by law.

Mr. BUTLER. Mr. President, there is an enactment that there shall be no further contracts, that there shall be no extension of this service beyond what is provided in that act, without authority of law. Now to do that would require legislation. If this amendment proposes to legislate, then it is out of order. This item carries \$725,000. Every member of the committee knows, and every Senator knows, that it is legislation for the purpose of extending the pneumatic service to Chicago, New Orleans, and other cities where there is not any service at all. Therefore there is legislation covered under it, and that is the purpose of it.

Those who came to us asking that this large amount be put in have had their surveys made in those cities. It is just the same as if the item legislated that the service should be extended to Chicago, New Orleans, St. Louis, and every other point that that much money would cover. So I make the point of order against it that it is new legislation and is a repeal of existing law.

Mr. CHANDLER. Mr. President, it does not seem to me that the point of order is well taken. In the first place, \$225,000 of this appropriation is required to fulfill existing contracts. That, I think, was the appropriation last year; and a motion to provide \$225,000 would be in order for the purpose of going on with the same contracts which were appropriated for when the clause in the law was adopted to which the attention of the Chair has been called.

Now, this amendment is not offered by an individual member. It is a committee amendment. It is an amendment of the same class as came to the Senate in times past from the Committee on Appropriations. The Post-Office Committee now has the Post-Office appropriation bill, and that committee reports this amendment. It is an amendment simply to provide \$725,000 for the postal service in this particular direction. As I heard the clause which the Senator from North Carolina read, it makes certain provision as to what shall not be done until further authority of Congress. This amendment corresponds exactly to that clause certainly; it is the authority of Congress.

Mr. BUTLER. I will say to the Senator that that makes my point of order good, because it is legislation. That is exactly the point of order that I make.

Mr. CHANDLER. Because there was a limitation upon that appropriation last year there is no reason why Congress shall not appropriate money for pneumatic tubes this year. The Senator has not shown anything that brings this appropriation within the rule forbidding an appropriation of this kind to be made. It is not subject to the rule against inserting new items in an appropriation bill, because it is inserted by the committee. I am really surprised it should be supposed that under the Senate rule there could be any objection to an appropriation of this kind reported by the appropriate committee.

Mr. HOAR. Mr. President, I desire to make a suggestion to the Chair. Suppose there were an appropriation to substitute horses for mules in parts of the country where they drive mail carts by mules, or to give carriers bicycles, it would be another mode of carrying out the law, which is the transportation of the mails.

The PRESIDENT pro tempore. The Chair overrules the point of order.

Mr. WOLCOTT. Mr. President, the questions of the construction of pneumatic-tube service in the cities of the United States and its extension beyond the three cities where it now exists have been the subject of very extended discussion in another House, and the questions are certain to lead to some extended discussion here.

Pneumatic service has existed in some of the cities of Europe for many years, and is in use there to a limited extent for the

transportation of letters and other matter known as first-class mail matter. This service, however, is rendered in no city in Europe except for an additional postage, varying from 4 to 6 cents. It is not an ordinary appendage of the mails, but by paying the additional price the facilitated service can be had.

Pneumatic-tube service is conducted, of course, by pipes laid underground; and there are patents for almost everything connected with it except the hole in the ground. These different patents are consolidated in one or two companies, and constitute almost a practical monopoly in the United States.

There is now pneumatic-tube service to a limited extent in Boston, in New York, in Brooklyn, which should be included now as part of New York, and in Philadelphia. This pneumatic-tube service is, as I said, of a most limited character. In the city of New York its mileage is 4.20 miles. From the general post-office in New York to Brooklyn the distance is 1.65 miles. The pneumatic service in Boston is seventy-four one-hundredths of a mile, and in Philadelphia 1.46 miles. The total mileage of pneumatic service in the United States to-day in operation is 8.05 miles, for which the Government pays an annual rental of \$222,300, in addition to certain sums for the operation of certain of the lines and certain other amounts paid for fuel.

The rate paid varies. In the city of New York we pay practically \$37,500 a mile for the use of the pneumatic-tube service. From the general post-office to Brooklyn we pay at the rate of \$12,400 a mile. In Boston we pay about \$12,000 a mile and in Philadelphia about \$24,000 a mile, the sums varying widely and most disproportionately.

The tubular service in Boston extends from the general post-office to one of the union railway stations of the city. In New York it extends from the Produce Exchange to the post-office and from the post-office to a postal station nearly opposite the Grand Central station, at Forty-second street, in New York. The Philadelphia tube service extends from the main office in Philadelphia to the station there occupied by the Pennsylvania Railroad.

In each instance this service is a monopoly. It is a monopoly first as to the patent, and next it is a monopoly as to the occupancy of the streets. No permit can be had. It must be obtained by ordinance of the city; otherwise permission can not be had to lay the pipes, and as the president and representative of the Boston company said to us in a hearing we had, "Of course," said he, "any company having the right of the streets will contest any ordinance giving any other company the right to occupy the streets."

But, be that as it may, Mr. President, there has grown up in these four cities of the United States a contractual relation between the four companies, all of them using the same patents. The stock of each is largely owned by one company, although some of it is scattered among other holders, all having an existing monopoly, exacting from the Government of the United States disproportionate rates for its use, and each one of them dependent in the price paid by the Government, not upon the cost of the line, not on the cost of its operation, but, as the Second Assistant Postmaster-General told us, based solely upon the prices which the companies operating the line were willing to accept from the Government of the United States.

The service rendered by these lines is in some respects valuable, but it is largely overestimated and overstated, even as to existing service. I should say that except in Boston and to a small extent in the city of Philadelphia there is absolutely no saving in the wagon service for carrying the mail. In fact, since the New York contract has existed the cost of the wagon service between the post-office and the Grand Central Station has increased and not lessened.

One would think there would be a great saving. There is not much. The time allowed for the transportation of the mail from the post-office in New York to the Grand Central Station is forty minutes in all instances, except for a few mails, where the time limit is thirty-five minutes, and the evidence shows that in almost every instance the mail is carried within the time limited by law.

The mail being delivered by the pneumatic service does not go to the railway station, but, as I have stated, it goes to a post-office station near the Grand Central Station, and the testimony of witnesses is that the saving in the delivery of mails between the post-office in New York, opposite the Astor House, and the Central Station is about twelve minutes. That constitutes the saving for which we pay \$155,000 a year.

The evidence taken by the commission and the evidence taken by the different committees has seemed to show up to this time that pneumatic service, speaking generally, is not adapted for any but first-class mail matter.

Mr. HOAR. Is that sum the increased cost or the whole cost?

Mr. WOLCOTT. The cost for the pneumatic service. Nothing is saved. There is more wagon service than before. There is no saving on wagon service, but for the pneumatic service there is an increased cost of \$155,000.

It is true that certain packages of mail matter are carried in these pneumatic tubes, but as they are at present constructed, and

as they are operated in Europe up to this time, it does not seem as yet practicable to use them for other than for first-class matter—letters—for which, as I have stated, the Government receives no extra compensation.

Mr. President, when this question came up for consideration in another chamber the body which first dealt with it saw fit to wipe out of existence altogether the question of pneumatic service, and it went out of the bill under this situation. There had been appropriated for the last three years \$225,000 to cover the cost of pneumatic service in these cities. There was an amendment added by the committee in another chamber increasing it \$500,000 for further use of the pneumatic service. When it came up for consideration in the House and the whole scheme and proposal was analyzed and considered in connection with the testimony that had been taken by the committee, the House of Representatives saw fit to strike out not only the \$500,000 for new and increased pneumatic service but the \$225,000 for the annual appropriation for the four pneumatic tubes which are going concerns.

When this bill reached the Senate and went to its Committee on Post-Offices and Post-Roads it inserted the same amendment that was stricken out of the House bill. There was a suggestion that we leave in the \$225,000 for existing service, but that the \$500,000 be left out of the bill. There are many people who may be opposed to the extension of the pneumatic service with the present information which the country has upon that service who would be willing, notwithstanding the extortionate charge, or what seems to be the extortionate charge, in many cities, that the appropriation should continue to be made for the \$225,000. But we were met by the contention of the advocates of the pneumatic-tube service—and I assure you, Mr. President, they swarm the Senate corridors like bees in hiving time—that they did not want any \$225,000 for existing pneumatic service. They wanted the \$500,000 plus the \$225,000, or else they did not want anything at all. In other words, those members of this Chamber who want to continue the existing service and pay for it must take it saddled with \$500,000 new money for new service in other cities or they can not get it at all.

Mr. President, in another Chamber there was a somewhat excited debate over this matter, an occurrence which never happens here. I desire to say that in my opinion the member of the House who stood gallantly up and led the attack upon the whole appropriation kept himself well within the truth, and refrained from saying much that he might have said as to the character of the attempts to secure this legislation which have been made in these bodies for the past few years. When the House committee was considering this question, one of the counsel of these companies appeared before that body. There had been objections made to the extension of this service on account of its expense. He said to them, "We will say to you that we will put the pneumatic service in 27 cities of the United States for an annual rental of \$2,150,000," refuting a statement which I had made over a year ago in this body, that if we started the pneumatic-tube service we would have to appropriate \$25,000,000 or \$30,000,000 a year.

From that time to this I have been trying to find out, and so have other members of the Railway Mail Commission and members of the Post-Office Committee, how much it cost to put in this pneumatic-tube service, and we have been utterly unable to ascertain until Mr. Milholland the other day, before the Post-Office Committee, told us that the cost varied somewhere from \$150,000 to \$225,000, or about in that neighborhood.

Mr. CHANDLER. Per mile?

Mr. WOLCOTT. Per mile. That is the only information he could give. But this proposition for 27 cities was most ingeniously drawn. It covered a city in almost every State which is represented here. It takes the 27 leading cities, the residents of which and the boards of trade of which would naturally want pneumatic service, and it says, "We will include you in one of the cities, and we will put it all in for \$2,150,000."

Then we asked them all how much it would cost a mile and how many miles they would lay in the 27 cities. Mr. President, you can see why they did not like to answer that question. That same company is the owner of much of the stock in the existing companies now, which get \$225,000 a year for 8 miles of pneumatic-tube service. They offered to put it in complete everywhere that the Post-Office Department wanted it for \$2,150,000 a year. If they had told us how many miles they were going to lay, it would have been evident in a minute that we were overpaying ten or twelve times the amount we ought to pay in the cities where the pneumatic tubes are already constructed. So they would not tell us how many miles it would take for 27 cities. He said he could tell us that it would take 80 miles in the city of Chicago, and as soon as you take 80 miles in the city of Chicago—and I have his statement here of record—of course you find yourself multiplying proportionately the size and area of cities. In a subsequent statement their counsel stated to us that it would be, they thought, about 300 miles altogether; but they still say that it is 80 miles in the city of Chicago.

In this connection I may say that the postmaster of the city of Chicago was violently opposed to any pneumatic-tube service until recently, when he is just as violently in favor of it; and that has been true of several other postmasters in the country, and this pneumatic interest has been able to secure the presence here on several different occasions of leading postmasters of the country. The boards of trade of every city want it. Everybody wants quickened service and everybody wants accelerated speed in the delivery of letters. Every city, seeing that one city has it, wants it. The result of the action in the House has led to the most adverse criticism of Congress in certain of the newspapers of New York City. My attention was called the other day to one of the leading and conservative journals of that city, which assailed that member of the House who led the fight against the pneumatic-tube appropriation, saying that it showed how unfit members of Congress were to deal with questions which affect great cities.

Mr. President, if the editor of that paper had stopped to consider a moment, he would have felt bound to say, It is true that we want all the improved service and accelerated speed in the delivery of our letters that is possible, but we do not want it at the expense of jobbery and corruption. There is a price that is too much to pay for anything. We want the service, but we do not want to be held up in order to secure it. We want it, provided that it may be obtained upon a fair and decent basis.

I then went to the Second Assistant Postmaster-General, and I said to him: "How do you know upon what basis to make your contracts for pneumatic-tube service as you have it in four cities? Have you had your engineers make an estimate of the cost, so as to render to these people an adequate return?" He said: "No; we have not gone into that." I said: "Then how do you reach it?" "Well," said he, "we negotiate with them, and when we get them down to the lowest price, then we accept that."

Here is a monopoly. They can not do any other business; they do not do anything else but carry letters for the Government of the United States. Nobody else can get into a street. They engineer exclusive franchises through city councils and get the right of way for the pneumatic-tube service. They then proceed to make their excavations and to build their plant, and then say to the Postmaster-General, "We will carry your mail in the pneumatic-tube service if you will give us so much."

The Boston office showed a very fair return for the money. It was an admirable service, and that was the only pneumatic-tube service that offered as a condition for the conferring of the pneumatic-tube service upon them to undertake to do also the wagon service. That was very gratifying. There the pneumatic-tube service not only reduced but stopped the expense for horses. The president of that company appeared before our postal commission a few days ago, and said it was utterly impossible for them to go on with that work; that they must have twice as much money this year as they had last year. Then he said it was very important that we build a line from the post-office to the other union station in the city of Boston. He said it was 3,300 feet to the station, and for that 3,300 feet they would have to charge the Government \$45,000. There you are, Mr. President; less than a mile, two-thirds of a mile, for which we are to pay \$45,000. I say the circumstances are very extraordinary when the public service can stand that, unless we should make some rule and some law, as has been done in every country in Europe, for charging additional postage for the delivery of letters through the pneumatic-tube service.

That brings us to the consideration of the whole question upon this amendment. There is not a foot of pneumatic-tube service built in the United States to-day that is not occupied for the carriage of the mails that we have not contracted for, and now we are blindly giving the Postmaster-General of the United States \$500,000, and saying to him, "Go out and get some pneumatic-tube service;" and he is to exercise his discretion as to what shall be the price. I understand from the friends of the pneumatic-tube service in the city of Chicago that they have got some kind of a lien on the Postmaster-General, and they say they are going to get part of the \$500,000, and other cities are going to get part of it. How is the Postmaster-General going to make the contract? Is he going to every city in the country of a certain size and say, "How much pneumatic tube will you build for \$500,000?" We should act intelligently about it. If we do not, we are simply throwing this money away. The statement I made a year ago is true, that if we are to appropriate money blindly in this way for a pneumatic-tube service, we will come in a very short time to an annual appropriation of \$20,000,000 at least.

Mr. DANIEL. Are the cities in which this service is to be used designated in the existing statute?

Mr. WOLCOTT. No; none of them. He may go all over the United States and select cities of any size, spend the \$500,000, and give the service to the city that has got the most pull.

Mr. President, as I said, I am not in favor of an appropriation by the Government for work or for services that can be rendered or for franchises that can be utilized by individuals. I believe in

the utmost freedom of individual effort. But if there ever was a service that the Government should absolutely control, it is the pneumatic-tube service in this country. Just think of it, Mr. President. It requires an ordinance to start the thing. The very nature of it requires that it must be almost a monopoly. It would be improvident in a city to give to contesting companies for a franchise for pneumatic-tube service leading from a post-office to a station equal rights. It would lead to a combination of the two or the ruin of one. If there is a single service in this country that should be a Government service, it is this; and we ought to investigate and consider it pretty carefully.

There are two or three ways of dealing with it. We could say, first, we will build it ourselves and as a Government procure the necessary ordinances. Or we could do better than that; we could go to cities of above 150,000 or above 250,000 people and say, "If you will procure for the Government of the United States a franchise through your streets, alleys, and highways for the construction of a pneumatic-tube service, we will build it." Or we could do better yet, Mr. President; we could say to these cities who are clamoring for this service, "Yes, you want it, do you? Then you build it. Your city, your commerce, your merchants, and your institutions are to benefit by this pneumatic-tube service; you build it as a municipal business, and you tender it to the Government of the United States, and we will pay you an interest on it that will yield you 3 per cent or 4 per cent upon its cost."

There you have got a double stimulus; a stimulus to every city that is clamoring for the construction of a pneumatic-tube service; and you have got the other stimulus, that every city will find out that these monopolies which hold these patents do not exact too great a tribute for their use. You then have every inducement for economy of construction and economy of use. Outside of that, Mr. President, if we go into it in this blind way, we are running this Government into an expenditure that will be fabulous and that would be ruinous to any but so prosperous a country as ours.

I say that in my opinion there has never been presented in the few years I have been in the Senate a scheme which seemed to open the door to such flagrant abuses as does this. Nobody is demanding this; nobody is crying for it. True, the boards of trade declare for it. They will declare for anything that will hasten the transmission of the mails; but intelligent merchants do not want it at the undue expense of the taxpayer of the country, or at an expense that is beyond its value and beyond that which is just and right.

I say, Mr. President, that we ought to pass over this question now. We can, if we will, leave the \$225,000; but all the pneumatic-tube advocates, who, as I say, have been swarming around here all through this winter session, do insist that it shall be all or nothing. They say they want the \$725,000 or not a cent; and they are large stockholders in the present existing service. If they can stand doing without it, I think the people can stand doing without it, for it saves but twelve minutes on a very imperfect service between the Grand Central station and the general post-office in New York City. I would be willing to appropriate \$225,000; but I am not willing to be held up on a blind appropriation in a blind pool for \$500,000.

Mr. MASON. Mr. President, the distinguished Senator from Colorado [Mr. WOLCOTT] who has just taken his seat is usually noted for his fair statement of facts, but he sometimes runs wild, as he did this afternoon, and goes into the realm of fancy for his facts and draws on his imagination. The Senator has forgotten the facts, and has drawn upon a speech made two years ago, and so, of course, I shall make due allowance.

He said if we kept on with this appropriation we would need \$30,000,000 annually for this service. I will read from his speech made two years ago, and it is exactly the same as that made now. He was excusable for making it two years ago, because he did not know, as a matter of fact, that this company would make a proposition to equip not only a part of the cities of the country but 27 of the leading cities at an annual rental of just 10 per cent of what he states would be necessary. But as he came within 90 per cent of the facts in that particular, and that averages about the general limit of the facts in the rest of his statement, I do not care to dwell particularly upon that branch of the case.

The stagecoach drivers held a meeting and resolved that it was dangerous to carry passengers by steam, and the stagecoach for some time stood in the way of the limited mail train. Whenever you attempt to do anything for the Government that means expedition, that means advancement in civilization, there the mail coach, and, in this particular case, the mail wagon, or the contractors having mail wagons, stand in the way. Of course they do not want to give up the business of carrying the mails.

The Senator says that in New York it costs as much to carry the mail in wagons as before, for the simple reason that there has been no harmony of action between the pneumatic-tube service in New York and the wagon service. But take the case in Philadelphia. There the same concern that carries the mail in wagons

also carries the mail in the pneumatic tubes, and the proposition is now to use 2 automobiles where they used 13 wagons heretofore.

The Senator says that no one wants the pneumatic-tube service. Let us see about that. Chicago wants it, and she is entitled to it. The service is not perfect in New York for the very reason that you have held up the necessary appropriations to develop the service there. The service is not perfect in Philadelphia, nor is it perfect in Boston, and there is no doubt that in New York a larger sum is paid, or was paid at the beginning, than will be necessary in the future. That is always the case at the beginning of any new enterprise. To-day a locomotive or a freight car is built for 45 or 50 per cent of what it cost twenty-five or thirty years ago. We are constantly cheapening this process. The pneumatic-tube service has had the same history that we have had in the manufacture of the car or the locomotive or any other piece of machinery.

The laying of a pneumatic tube, you understand, Mr. President, requires skillful work. You can not lay it down as you would a gas pipe or a water main. Its joints have to be absolutely perfect, not only water-tight but air-tight. They have to be bored out with the smoothness and fineness of a gun barrel.

When tubes were laid in the city of New York the work was all done by hand. To-day the same company, the Batchelor Company, have invented a plan whereby they bore out these great iron tubes by machinery, and they can furnish pneumatic tubes to-day in the city of Chicago and serve to the people of Chicago 3 miles of pneumatic tubes at a cost far less than that paid in the city of New York. It was then a new enterprise. It is like all other enterprises. It is an expensive thing at the start, but the more you manufacture of anything the cheaper it becomes.

It is all talk and nonsense to say that the Post-Office Department of the United States, the Postmaster-General, and the Assistant Postmaster-General are going to make any contract with the Pneumatic Tube Company that does not furnish to the people a service beyond in dollars and cents the value they pay in dollars and cents for the service.

But in order that the Senator, who seems somewhat anxious about the city of Chicago, may understand that I am representing their wishes in that particular, and not he, I call attention to a petition from the Illinois Manufacturers' Association, praying that the Post-Office Department establish a pneumatic-tube system for distributing the mails in Chicago. This is a resolution passed by one of the largest and most influential nonpartisan associations in the whole State of Illinois.

Ah, but the Senator says, we can get this service cheaper if we can beat these people out of their patents, if we will go to work and take their patents and use them without paying for them, and steal the brains of the Yankee who made the invention; which he did not wholly approve of when the proposition was here about the manufacture of armor plate. But the Senator says we can get it cheaper. I will tell you how you can get it cheaper. Let these people lay the tubes, and after they lay them, what use will they be if the Government does not use them? Then, if they do not make a satisfactory arrangement, you can say to them: "Gentlemen, you may use your pipes for gas or for water or something else; the Government does not want them." The Government is not putting one dollar into this business. But I have digressed for a moment.

Here is a resolution of the Board of Trade of Chicago, sent to me and referred to the Committee on Post-Offices and Post-Roads; but the distinguished Senator from Colorado is chairman of that committee, and therefore is not presumed to have seen the resolutions or petitions which have been sent there. [Laughter.]

Here is a resolution of the Real Estate Board of the City of Chicago, recommending an appropriation for the extension of the pneumatic-tube system to some of the Western cities. That also has the file mark that it was sent by my colleague [Mr. CULLOM] to the Committee on Post-Offices and Post-Roads. Here is another one from the Chicago Real Estate Board.

Ah, but the Senator says, these are only institutions; intelligent merchants do not want the pneumatic-tube service. I should like to have the Senator see the class of men who signed these petitions in the city of Chicago. The people of Chicago know what they want, and the Senator from Colorado has not guessed within about 90 per cent of it in the speech he made two years ago or in the speech he made to-day.

Here is a petition which is addressed to the distinguished chairman of the Post-Office Committee in the House of Representatives. One was sent to him, and I understand one was sent here. I think some of them were addressed to the Senate.

Let me call the attention of the Senator to the business men of Chicago who do want the pneumatic-tube service and who have enough gray matter in the upper end of their anatomies to know that they ought to have just as good a service in Chicago as there is in New York or in Philadelphia; and I am going to show you about the Philadelphia service before I get through.

The Corn Exchange National Bank ask that there may be given

to Chicago—the greatest distributing point in the United States—the same facilities for the rapid transmission of the mails that at present are enjoyed by New York, Philadelphia, Boston, and Brooklyn.

This is signed by the president of the Corn Exchange National Bank. Then here is one from the Chicago National Bank, from the Union National Bank, the First National Bank, the American National Bank. I shall not read them all, but shall simply say that every banking house in Chicago has sent a petition to this Congress asking that you give to us the same thing you are giving to Boston, to New York, to Brooklyn, and to Philadelphia. So much for the banks. Going on through this list, you will find the names of the McCormick Harvester Machine Company, the Illinois Steel Company, the American Tin Plate Company, and a number of piano manufacturers. This matter has been presented to the people of Chicago, and every wholesale merchant has joined in the request. Does the Senator from Colorado still insist that no intelligent merchant wants it?

Mr. WOLCOTT. Mr. President, as the Senator has asked that question I should like to say—I am sure the Senator does not desire to misquote me—that I said everybody wants the pneumatic-tube service, but I said no intelligent merchant would want it at the expense of the taxpayer if he were taxed unduly for it, or if he were held up at an exorbitant price for it.

Mr. MASON. Neither do I.

Mr. WOLCOTT. Then we agree.

Mr. MASON. I propose to show before I sit down that there is no extravagance in it. This very company has offered to furnish the service to the leading cities and to turn their factory over to the Government, so that it will know the exact cost. There is no value in this factory if the Government does not use the pneumatic-tube system. They have offered to turn it over to the Government and let the Government use it and use their patent at actual cost or at a cost of 10 per cent for the use of their patents.

Mr. President, this one company, the Batchelor Company, has about 50 patents. The pneumatic-tube system has been improved. The Senator says it has been used. Yes; it had its beginning in 1853 in London. They found there was a way to dispatch mail without sending it through the crowded streets. As Mr. Stead said, it was like harnessing the whirlwind; but it was abandoned because the English did not have genius enough to understand the appliances and how to use them. It took a Yankee to finish that invention; so that to-day you may take one of these great carriers, like a jointed stovepipe, holding hundreds of letters and passing them as fast as they go into the pipe from the post-office to the railway station. It has avoided the congestion which usually follows the mail where it has to be held and carried in bags.

I understand there were two companies holding patents, and I believe there are some private individuals holding patents. There is one man in Chicago who has a very just claim against the Government for the use of his patent.

When you put pneumatic tubes into a tunnel, as you do in New York, and establish a system, I have reason to believe that the Postmaster-General will get all he can for the money he spends; and I say it is not fair to impugn by indirection or even to suggest by indirection that the Postmaster-General of the United States is going to enter into contracts to pay more than the service is actually worth.

Suppose we want to abandon the pneumatic-tube service in Philadelphia to-day; suppose the Postmaster-General should say to the owners of that company, "You carry this mail now to the stations, and we will pay you so much; we will furnish the help to do it, and we will pay you 5 per cent on your invested capital, regardless of the amount of stock you have issued or the amount of water in the stock." These people would be obliged to accept the offer of the Government, and the proposition made by the Senator from Colorado is not fair; it is not true. The Postmaster-General is no more at the mercy of the owners of the pneumatic tubes than the owners of the tubes are at the mercy of the Postmaster-General.

This very day the Senator himself offered an amendment by direction of the Committee on Post-Offices and Post-Roads. We are using patented machines for canceling the stamps on letters; and upon his suggestion he offered an amendment that we will not rent those machines any more unless the owners will take a rental of 15 per cent of the actual cost of the machines, which may be worth \$100. For the use of those canceling machines he allows 15 per cent—5 per cent on the invested capital and 10 per cent, possibly, for the use of the patents; and yet to-day he is here fighting the pneumatic-tube service. The pneumatic tube is one of the great inventions of the age; and the name of Mr. Batchelor will go down in history with that of McCormick and Pullman and the other men who have made life easier and better and have made for civilization and advancement.

The Senator can not name one man connected with the Post-Office Department who does not approve and uphold this service except the man who has a mail-wagon contract; and amongst the

bees who have been swarming around the corridors here there is an occasional mail-wagon bee buzzing in our ears. But it is the old stagecoach again standing in the way of progress.

Let me call your attention to the evidence of the Philadelphia postmaster for a minute. I have had a rough drawing made, and I have asked one of these bees who swarm around here to keep busy drawing this plan, so that I could explain as to the \$20,000,000 expenditure to which the Senator has referred.

Here is a map [exhibiting]. This is, in rough, the plan of the Philadelphia office. You can mail here [indicating] at the Bourse, the end of their system. They have their carriers, and most of you have seen them, I hope. The tube looks like the joint of a stovepipe. You put the carrier in at the Bourse and like a flash it is off the moment the letters are mailed. If so intended, they are switched off and stopped here [indicating]; otherwise they go clear down to the Pennsylvania station, which is marked here [indicating].

There are hundreds of thousands of letters passing through this system every day. Ninety-odd per cent of the total first-class mail is carried in that tube—94 per cent, the postmaster states, if I am correct, and I will ask you to call my attention to it if I am wrong—94 per cent, or ninety-odd per cent, of the first-class mail is carried through the pneumatic tube, and yet it is not perfect. The beauty of it consists in the fact that when letters are dropped here [indicating] they go directly on their way, and there is no congestion and no delay.

I will read from the evidence of the Philadelphia postmaster. He claims that we have saved half of the cost of the rental of this service in the carrying of equipments.

When the letters reach the station, they are not shot into the car for distribution, but the postmaster at Philadelphia very wisely has put a force of eighteen men there. They are there night and day. The tubes never stop except for two hours in the day. I am stating this now just from memory, and if I am mistaken I shall be glad to be corrected.

The moment a letter is mailed here [indicating], within one or two or three or six or seven minutes it is there in the station. The postal clerks are there to receive it; and instead of loading down a car with many bags and equipments, it is put in a bag and goes to its destination. It may be in some instances deposited in the tube several miles away; and in some cases in ten minutes before the train starts your letter is on its way, and catches the train, whereas if it waited until the next train you might lose twenty-four hours.

Suppose I mail a letter in New York the minute before the train is to go over the New York Central to Chicago. I mail it at 8 or 9 o'clock in the morning. It is delivered the next morning in Chicago. If it does not catch that train, the next one is at night; it reaches Chicago the next night and is not delivered until the following morning. There is a loss of twenty-four hours in the very busiest part of the day, when the postmaster wants his office relieved and when the business man wants to feel that his letter has gone to its destination.

This is an ideal plant. It did not cost so much as the New York plant. The New York plant was laid under great difficulty. These pipes have to be very finely constructed. They have to be bored out; they have to fit into each other; they have to stand the pressure of heat and cold, and they have to be tamped on all sides to prevent cracking. I believe the Postmaster-General or the Assistant Postmaster-General says there has been but one accident in letters sent through the pneumatic tubes, and that was where some one carelessly put the carrier in without closing it.

In order to tone down somewhat the dream of the Senator from Colorado, I wish to read the sworn evidence of the postmaster at Philadelphia. He wants it. The New York postmaster wants it. The Postmaster-General wants it. There is not anyone connected with the Post-Office but who wants it, nor is there one who has ever testified against its use. Of course it is not perfect. It is in the state of growth. We must do the best we can. But you let the people who can afford to lay the pipes lay them, rent them to the Government, and then after they are laid say we will take them, just like it is proposed to the railway companies. What could the railroad companies do if you decided to make a horizontal reduction of 20 per cent? They would have to take it. These people would have to take it or go out of business. Their capital would be destroyed.

Is it a good business proposition that the Senator makes when he says we are putting ourselves in the hands of a monopoly, when we never have made contracts for exceeding four years? The contracts in New York and Philadelphia expire next year. They are at our mercy. It is a presumption that the Government will be fair. I confess it is a violent one.

This is the evidence taken before the Committee on Post-Offices and Post-Roads:

Mr. HICKS. We have reduced the number of wagons in use between the central post-office and Broad street station from 11 to 6.

There is a reduction of nearly half the wagons in Philadelphia,

and the statement is made that they expect to do the service by 2 automobiles where they used 14 wagons before. The postmaster says:

I will consider this matter very briefly, and I will consider it absolutely and only from the standpoint of postal interests. The question of cost rests with Congress; and if I were a member of Congress, would not pay two prices where one should suffice.

The Senator will hardly claim that when this company is offering to build and allow the Government to examine and superintend the building and then rent their whole plant at 10 per cent it is an extortionate monopoly. By his own amendment he gives 15 per cent to the owners of the patents on the canceling machine. I think he is right about it. I do not think 10 per cent profit is any too much where you take the use of a man's brains. He ought to have something for his capital. I approve of the amendment. I think I voted with the Senator in committee and here. That is exactly the situation.

But suppose we said to the men who make these machines, "Do not make any machines until we think it over for another century. We can do better somewhere else." But the moment the machine was offered we said it was a time saver, it was a labor saver, and we rented them, sometimes paying 80 per cent of their whole value annually. We proposed to reduce it. We want these people, who are willing to dig the holes and put pneumatic tubes down, to have the privilege of building them, and I will trust the Postmaster-General to see that there is no job, no corruption, because it is in his hands; and when the contract is made and it expires, it is again and always in the hands of Congress.

But the trouble is, having got it started and only fairly started in the East, they purpose now to stop it for the city of Chicago; and there is not a gentleman sitting in this Chamber, particularly those from the West and the Northwest, our sister States, who is not interested in having quick service in the city of Chicago in the postal system. It is the greatest mail distributing center, and if I had time I should like to call your attention to it. We will get not to exceed \$50,000 for the next four years' rental for what we can put in in Chicago, and you are earning a profit of over \$3,000,000 a year for the Government from the post-office alone.

We pay to the Government from earnings at the Chicago office more than \$3,000,000 a year, and we are simply asking that you shall not, in a spurt of extraordinary and dramatic virtue, stop this improvement until you canicker for the patent, but that you give to Chicago what you have given to Boston and other cities. We want fair play, Mr. President. I will read further what Mr. Hicks said. I want Senators to have this map in mind:

In the city of Philadelphia the tube runs from the Bourse station to the main office, a distance of a little over half a mile, and from the central office to the Broad street station. That is directly on the line of Market street—Arch street on the north, Chestnut street on the south—the three most crowded thoroughfares in Philadelphia, right in the heart of the business section.

Let me call attention, if you have not thought of it, to the absolute necessity of relieving the crowded streets of the great cities. You have gone to New York, and all have to stand by when the mail wagon comes along. In the case of a parade everything has to stop. No parade, however large, however long, or however patriotic can interfere with the tube service.

When we had the blizzard and the newspapers could not be put out into the hands of their customers and readers, the pneumatic-tube service was used. Nothing stops its service. It is safe. If there are some capitalists in this country who are willing to build tubes, let them build them and we will arrange about the price hereafter, and when the Postmaster-General gets into a debate with them about the price for the use of them he will say: "We will either use your tubes or not, just as you like." A government of 70,000,000 people is not going to be at the mercy of anybody owning a pneumatic-tube service.

The Postmaster-General has been a friend of the service. He has had occasion to see its merits, and he favorably recommends it. There is no employee of the Post-Office Department at any time since it has ever been discussed who has not favored the extension, and no one connected with the service who ever saw it worked fails to favor it. I wonder how many of the Senators have seen the simplicity and wonder of this great system. Under the present plan of switching they can drop the carrier in with a load of letters, and by its very arrangement it becomes self-switching, and stops at the station where it is destined to stop. Economical means have been discovered for manufacturing and laying the pipes. They can manufacture and lay the system cheaper than the Government can. Undoubtedly it can be used for commercial purposes. That branch of the case I will take up later, if it becomes necessary.

I will read further from the statement of Mr. Hicks:

For instance, Broad street is the center of the city, the main avenue for every procession or parade. Parades never stop us; fires never stop us; heavy snowstorms never stop us; the tube service goes right on; we meet with no accidents.

The CHAIRMAN. Do you carry through that tube all classes of matter—first, second, third, and fourth?

Mr. HICKS. No, sir; we carry a portion of the other classes, but about 95 per cent of the first-class matter is being carried both ways between Broad Street station and the main office.

Think of the perfection of the system! Between the post-office and Broad Street station, on the map as I have shown you, it takes in all the way stations as to first-class mail matter, and they are using wagons only for other classes of mail, and 5 per cent of the first-class mail, and that comes in the two hours at night, when the tube is closed for two hours for repairs, if repairs are necessary.

The first contract for pneumatic-tube service in Philadelphia was for the Bourse line. It runs until the 30th of June, 1901.

Just one year from the 1st of next month that contract expires. Is it possible that the Senator's suggestion can be correct, that the owners of that pneumatic-tube line can hold the Government when they have no contract? Will not the Government be able to say "You can not use it for anything else except for these little small packages, and if you want to live you have to take the Government price?" Does not the Government to-day fix the price of every pound of mail carried on the railroads, and will not the Government fix the price of every pound of mail carried in the pneumatic tubes?

It can not be possible that the Senate distrusts the Post-Office Department of this country. The Neely affair has not shocked its confidence in this Government to run its business and the Post-Office Department. At the end of one year and fifteen days that great tube, costing hundreds of thousands of dollars, will lie under the streets of Philadelphia, and the Government can say how much we will pay for the use of it or go without it.

I believe it would be a good thing for the Government to own the pneumatic-tube system and advance it that way; but I do believe that the Government ought never to use a man's patent without an arrangement. If we have made any progress in this country at all, it has been, in my opinion, due to two great things which have helped us—the doctrine of protection and the doctrine of patents. These things have been invented. Some have invented them; some have put capital into them; others have brought capital and inventor together. I want to show you what the Postmaster says about the cost of equipment.

In that great station in Philadelphia when the trains start there is no surplus, except the mail that may come within the last few minutes. The letters and the mail that come through the pneumatic tubes are all sacked, marked, and put in a bag and sent to their destination, unless it is those that come within the last two or three minutes, which are put on the cars without sorting. When they had to carry it from the post-office in sacks one sack would be half full, another two-thirds full. The statement has been made that half the cost of renting has been saved by the Government in equipment alone, that would have to be carried by the railroad companies and paid for out of the Government appropriation.

As I understand it, the reason for the great success in Philadelphia is that the wagons and the tubes work in harmony. I think they do so in Boston. But in New York the wagon contract has not expired and there is a conflict of interests. The pneumatic tube sometimes sends in its carrier as low as one letter, and the mail wagon sometimes runs almost as empty as that. It has not been the fault of the Government. It has been simply that the Government has been seeking to avail itself of the rapid transmission of mails before the wagon contract has expired. That contract expires in one year. Then the Senator from Colorado, if the people of his State exercise that wisdom which I hope they will, and I have no doubt he hopes so, too, and which they ought to exercise, will still be chairman of the committee and have a chance to pass upon the question when the contract comes in for approval and the appropriation comes up.

The volume of mail originating in Philadelphia is about equal to 77,000 pounds a day. Of the total, 453,000 pieces of first-class mail go to Broad street station by the tube and 55,000 pieces go to the Reading terminal. That is about 508,000 pieces a day. One hundred and ninety-two thousand pieces go by wagon to all points, and of these pieces some of them are the mails dispatched during the two hours when the tube is not in service, from about 12 midnight to 2 in the morning. There are two hours during which the tube is idle on account of repairs which may be necessary or whatever else may have to be done. So that we are practically to-day handling all of the letter mail between the main office and Broad street station.

Mr. CHANDLER. Mr. President—

The PRESIDING OFFICER (Mr. KEAN in the chair). Does the Senator from Illinois yield to the Senator from New Hampshire?

Mr. MASON. I do.

Mr. CHANDLER. If the Senator from Illinois would prefer to go on to-morrow morning, I will move that the Senate adjourn.

Mr. WOLCOTT. I hope the Senator will not press that motion. Here is an appropriation bill of importance. It is but half after 4. We are having a very interesting discussion, and the Senator from Illinois was proceeding with perfect contentment until he was interrupted by a private colloquy, which seems to be followed by a motion to adjourn. I hope it will not be insisted upon.

Mr. CHANDLER. I had a right to have a private colloquy.
Mr. WOLCOTT. I am only—
Mr. CHANDLER. I am speaking now; will not the Senator let me proceed?

Mr. WOLCOTT. I do not object to the private colloquy, but I do feel certain that if it had not taken place the Senator from Illinois would have been entirely content to go on.

Mr. CHANDLER. Let me say a word now.

Mr. WOLCOTT. Yes.

Mr. CHANDLER. I have a right to have a private colloquy whenever I please. The Senator from Illinois had previously called me to him and suggested that he wanted to cease for to-day. Then he went on, because I dislike to disturb the Senator from Colorado, and I especially dislike to disturb him when he is amiable, and I went again to the Senator from Illinois, and he said he preferred to go on to-morrow.

I wish to say to the Senator from Colorado that here is an appropriation bill which carries a hundred and ten million dollars.
Mr. WOLCOTT. A hundred and fourteen million dollars.

Mr. CHANDLER. A hundred and fourteen million dollars. It is all through but this one clause, and the Senator has been extremely successful in conducting an appropriation bill of this magnitude, with so many subjects connected with it, so near to conclusion in one day. Therefore I ask him to yield to the desire of the Senator from Illinois, which did not originate with me.

Mr. WOLCOTT. The Senator from Illinois and the Senator from New Hampshire share with me the responsibility of this bill, and I shall not interpose an objection if they desire that it shall go over. I will yield to a motion to adjourn.

Mr. MASON. The Senate seems to be somewhat thin. There is not a quorum here. I did not want to ask for a call of the Senate, and I supposed the Senator would call for the yeas and nays on the amendment.

Mr. WOLCOTT. Very well.

Mr. MASON. Perhaps I can boil down my remarks and finish in fifteen minutes to-morrow.

EXECUTIVE SESSION.

Mr. CHANDLER. I move that the Senate proceed to the consideration of executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business. After eight minutes spent in executive session the doors were reopened, and (at 4 o'clock and 40 minutes p. m.) the Senate adjourned until to-morrow, Friday, May 18, 1900, at 12 o'clock m.

CONFIRMATIONS.

Executive nominations confirmed by the Senate May 17, 1900.

CONSUL-GENERAL.

James C. McNally, of Pennsylvania, now secretary of legation and consul-general of the United States at Guatemala City, Guatemala, to be consul-general of the United States at that place.

PROMOTIONS IN THE ARMY.

Adjutant-General's Department.

Lieut. Col. John C. Gilmore, assistant adjutant-general, to be assistant adjutant-general with the rank of colonel, April 28, 1900.

Maj. Henry O. S. Heistand, assistant adjutant-general, to be assistant adjutant-general with the rank of lieutenant-colonel, April 28, 1900.

Medical Department.

Lieut. Col. Albert Hartsuff, deputy surgeon-general, to be assistant surgeon-general with the rank of colonel, April 28, 1900.

Maj. Charles L. Heizmann, surgeon, to be deputy surgeon-general with the rank of lieutenant-colonel, April 28, 1900.

Capt. William Stephenson, assistant surgeon, to be surgeon with the rank of major, April 28, 1900.

APPOINTMENTS IN THE VOLUNTEER ARMY.

To be assistant quartermasters with the rank of captain.

First Lieut. Thomas B. Lamoreux, Second Artillery, United States Army, April 18, 1900.

John Gibbon, jr., of Oregon, April 18, 1900.

To be assistant commissary of subsistence with the rank of captain.

First Lieut. Thomas Franklin, Twenty-third Infantry, United States Army, April 28, 1900.

Forty-eighth Infantry.

First Lieut. Hugh Thomason, battalion adjutant, Forty-eighth Infantry, United States Volunteers, to be captain, May 1, 1900.

Fortieth Infantry.

First Sergt. Oliver P. Robinson, Company F, Fortieth Infantry, United States Volunteers, to be second lieutenant, April 27, 1900.

First Sergt. Tom B. Ellis, Company H, Fortieth Infantry, United States Volunteers, to be second lieutenant, April 27, 1900.

First-class Sergt. John Kennedy, Signal Corps, United States Army, to be signal officer, United States Volunteers,

Forty-sixth Infantry.

Sergt. Maj. William H. Clendehin, Forty-sixth Infantry, United States Volunteers, to be second lieutenant, May 8, 1900.

PROMOTION IN THE VOLUNTEER ARMY.

Thirty-fifth Infantry.

Second Lieut. Louis S. Chappellear, Thirty-fifth Infantry, United States Volunteers, to be first lieutenant, April 26, 1900.

PROMOTION IN THE REVENUE-CUTTER SERVICE.

First Lieut. William C. De Hart, of New Jersey, to be a captain in the Revenue-Cutter Service of the United States.

POSTMASTER.

Howard K. Sanderson, to be postmaster at Lynn, in the county of Essex and State of Massachusetts.

HOUSE OF REPRESENTATIVES.

THURSDAY, May 17, 1900.

The House met at 12 o'clock m. Prayer by the Chaplain, Rev. HENRY N. COUDEN, D. D.

The Journal of the proceedings of yesterday was read and approved.

RIVER AND HARBOR WORKS.

Mr. BURTON. Mr. Speaker, I ask unanimous consent for the present consideration of the bill (H. R. 11646) making provision for emergencies in river and harbor works, for certain surveys, and for the diversion of certain appropriations or modification of provisions heretofore made.

The Clerk read the bill at length.

The SPEAKER. Is there objection?

Mr. SULZER. Reserving the right to object, I want to ask the gentleman from Ohio a question.

Mr. BURTON. I did not quite understand the gentleman from New York.

Mr. SULZER. I would like to know whether this bill carries any new legislation?

Mr. BURTON. In the sense of its being a general river and harbor bill, no; but from the standpoint of diversion of appropriation, provision for emergencies and for new surveys, yes.

Mr. SULZER. I would like to know whether this bill makes any appropriation for the improvement of the harbor at Brunswick, Ga.?

Mr. BURTON. None whatever. It makes no new appropriations for any harbor in the country. It contains appropriations for the maintenance of improvements in harbors already in use and for some new surveys.

Mr. CLARK of Missouri. I would like to know when that committee is going to bring in a bill that is really a river and harbor bill.

Mr. BURTON. It is our hope to bring it in early next December.

Mr. CLARK of Missouri. I believe I will object to the bill. [Cries of "Oh, no!" "No!"] The gentleman from Ohio is really contemplating bringing in a river and harbor bill at the next session?

Mr. BURTON. Yes.

Mr. CLARK of Missouri. I will withdraw the objection.

Mr. LIVINGSTON. Mr. Speaker, it does seem to me entirely out of place to bring up this bill in this way. This is the first time in the history of the House that a river and harbor bill has been presented to the House by unanimous consent in the morning hour. Not one man in ten on the floor knows what is in this bill, and it carries a large amount.

Mr. BURTON. In the first place, I want to say to the gentleman from Georgia that it does not carry a large amount, only \$400,000, \$200,000 of which is conditional. In the next place, the provisions of the bill have been very generally published. And I think those members of the House who have sought to know the provisions contained in the bill have already informed themselves in regard to the subject.

Mr. LIVINGSTON. On that question, Mr. Speaker, I want to say to the chairman of the committee just one word. There is one way in which a member of the House may inform himself as to a bill pending here, and that is by its being printed and put on his desk where he can get hold of it. We have had no such opportunity as that. Apart from that consideration, here is a large power or discretion transferred to the Secretary of War for the expenditure of money, nobody knows where, nobody knows how. Now, this is a completedodge. Instead of bringing here a genuine, regular appropriation bill the Committee on Rivers and Harbors has undertaken to substitute this measure, as to which nobody knows what it is. I do not know whether my part of the country is properly treated in this bill or not. I do not know anything about it.

Mr. BURTON. It is treated as well as any other.

Mr. LIVINGSTON. I dislike to object; it is not my rule to do so.